

# THE

# Hongkong Weekly Press

AND

## China Overland Trade Report.

VOL. LXII.]

HONGKONG, SATURDAY, 15TH JULY, 1905.

No. 3

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#### BIRTH.

On 3rd July, the wife of J. R. HARDING, Imperial Maritime Customs, of a son.

#### MARRIAGES.

On 30th June, at Shanghai, JAMES MOORE to MARY EVELYN.

On 1st July, at Shanghai, WILLIAM LEONARD THOMPSON to MARY JANE GODSON.

On 1st July, at Shanghai, WALTER ERNEST WOLSEY to GEORGINA BOUREN.

On 5th July, at Shanghai, GEORGE MICHAEL BILLINGS, B.A., to NELLIE ROSA SCOTT, only daughter of Captain J. A. SCOTT of the s.s. *Sual*.

On 5th July, at Enschede, Holland (by Proxy), JAN HAMMING, of Shanghai, to CHRISTINE HAVERKATE, of Enschede.

#### DEATH.

On 3rd July, at Mohanshan, DORIS, infant daughter of FRANK and CAREE TH. RAWLINSON.

## Hongkong Weekly Press

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#### ARRIVAL OF MAIIS.

The French Mail of June 9th arrived, per the ss. *Tonkin*, on Tuesday, the 12th instant; and the English Mail of June 19th arrived, per the ss. *Cormandel*, on Thursday, the 13th instant.

#### EPITOME OF THE WEEK.

A World Federation of Chinese Students is being organised at Shanghai.

The Tientin Horse Bazaar, Ltd., has paid a dividend of twelve per cent., and carried forward \$2,257.43.

Messrs. Benjamin Kelly & Potts were informed by wire on July 13th that the Shanghai Land Investment Co., Ltd., has declared an interim dividend of Ths. 3 per share.

The Chinese Empress-Dowager is still sending her Viceroys "summer medicines"; sulphur and treacle, no doubt. For prickly heat the Imperial Quakeress (not Quakeress) has nothing to send but sympathy.

The s.s. *Dufferin* was expected to arrive at Taku Bar from India on July 4th with the regiment of Dogras to relieve the 30th Punjabis then stationed at Shanhaikwan. The 30th were to embark on the 5th inst.

It appears that a shareholder referred to the directors of S. C. Farnham Boyd & Co. as puppets of Mr. Twentyman. When the news reached Tientsin, it appeared that the directors were "Twentyman's puppies."

On Mr. Rockhill's representations, the Chinese Emperor has ordered that all matters connected with Chinese Exclusion are to be left to the Government, and the people are not to interfere with them in any way.

Lieut H. W. Kennett has been posted to the Right Half, No. 1 Co., Hongkong Volunteers, and Lieuts. J. S. Gubbay and J. T. Hayton to the Left Half. P. R. Adams has been enrolled as a member, and Gr. J. E. Odvire has been struck off the strength.

We are officially authorised to state that, subject to audit, the directors of the Hongkong and Shanghai Banking Corporation will recommend, at the forthcoming meeting, a dividend of £1.15 per share; add to the reserve fund £500,000; and carry forward about £1,700,000.

A Daily Press reporter on July 12th called on the American Consul-General with a view to obtaining some information anent the American boycott, but Gen. Bragg refused to be drawn. "My Government," he said, "says I have very bad views, so I must put them in my pocket and keep them there. From the beginning I voted against the Exclusion Act."

So great was the noise made by the electric trams while turning the corner near the Harbour Office on July 13th, that it was impossible for the members of the Marine Court, sitting therein, to hear witnesses giving their evidence, and the President of the Court, Hon. Captain Barnes-Lawrence, had to send a coolie from the Harbour office to keep the lines watered for the approach of cars.

Mrs. Blanche Georgina Hunter, wife of Brigade Surgeon Lieut-Colonel E. J. Hunter, of the Hants Infantry Volunteer Brigade, died on June 3rd. Mrs. Hunter resided in Hongkong for some years before her marriage, when she was Miss Wyatt (daughter of Major General Wyatt, of the 11th Devonshire Regt.). We are informed of the sad event by the Portsmouth Times of June 10th.

We have received the 15th annual report of the Meiji Fire Insurance Co., of Tokyo (Fire business only) and note that its reserve fund now exceeds two million yen. There was an increase of business to the extent of over thirty six thousand yen, and losses decreased nearly ninety-nine thousand. As a result, the happy shareholders get a seventeen per cent dividend. The representatives in South China are the Mitsui Bussan Kaisha.

Lu Yuk-lin, the Chinese Consul, well known at Hongkong, has arrived at Johannesburg, and has taken up his residence there.

Not long after eating a hearty breakfast on the 10th July, when he seemed quite well, Mr. E. Early, a chemist employed by Messrs. A. S. Watson and Co., was found dead in his bed. Deceased, who was 32 years of age, was going to England soon, his passage being already booked. He was a prominent Freemason.

The Chinese students at Foochow College gave their American principal "a warm time" of heckling until he undertook to forward a protest against the American Exclusion Act. Consul Gracey tried to argue that the Great Wall of China was an "exclusion act," but the boys pointed out that there was no resemblance.

The magnitude of the damage occasioned by the recent storm in Formosa has now become known. A Taipah dispatch says that investigations made on the 23rd instant show that 3,643 dwellings were completely and 3,552 partially ruined, while 2,739 were flooded and sixteen washed away. Ten ships were sunk, 117 boats were wrecked and 14 were driven from their moorings. In addition, twelve lives were lost and thirteen persons are missing.

The numerous members of the engineering profession and of the shipping and other interests in Hongkong and on the China coast will be pleased to learn that the directors of the Hongkong Whampoa Dock Co. have appointed Mr. William Wilson, late manager of the Kowloon establishment, to succeed Mr. W. B. Dixon as Acting Chief Manager of the Dock Company. Mr. Wilson is exceedingly popular with the staffs, European and native, at Hongkong.

We learn that there was a very exciting time on the Fatshan on h-r arrival at Canton on the 11th July. A Chinese thief was observed actively at work annexing to himself property belonging to other passengers. On a hue and cry being raised, the thief drew a knife and before he was secured, one man, we are informed, was seriously wounded. The Captain and Chief Officer promptly pacified the Chinese passengers who were naturally much excited over the occurrence; and the injured man was sent to the American hospital.

While it is difficult to realise of what use the queue is to its owner, it certainly is very useful to bandits who attempt to molest him, as was exemplified by the novel highway robbery perpetrated on a Chinaman in Pokfulam Road in broad daylight on the 11th of July. The native came to town in the morning to collect some money due to him, and was returning home along Pokfulam Road in the afternoon when a number of the lawless gang who infest the western district sprang upon him and dragged him off the road into the scrub. Apparently they were up-to-date robbers, and did not hamper their movements by carrying about binding and gagging paraphernalia. With his own queue the Chinaman was securely gagged, while his overall trousers served as a means of binding him to a tree. The robbers secured \$40 from one of his pockets. Their further search, however, was disturbed, and they made a hasty departure, leaving a purse containing \$37 in another pocket. The man was released later in the afternoon by a passer-by, and immediately reported the matter to the police, who, it is believed, are on the trail of the bandits.

## THE POLITICAL SITUATION.

(Daily Press 11th July.)

It is by no means easy to follow the momentary trend of affairs in Europe; but there seems no reason to doubt that on the whole it is more peaceful than we should have been disposed to view it but a few weeks ago. A good deal of this improved tendency is, no doubt, to be attributed to the cautious behaviour of France with regard to German action in Morocco, but a good deal still is due to a clearer understanding of the exact position of affairs generally. England itself not very long ago, it may be remembered, was not altogether at one with France on the subject of Morocco, and it was only after a very full and confidential discussion on the policy being pursued by the latter that England was able to announce her satisfaction and her willingness to support the policy of her ally. It may be that Germany fancied that she had more grounds for her distrust than afterwards turned out to be the case: and in this case the willingness of France to enter into a calm discussion has possibly opened the way to a better understanding all round. One other subject which has certainly had its effect in conducing to the present situation is also well worthy of note, and that is the attitude taken up by Japan since her recent naval victory. Both Russia and Germany have been assiduously seeking to misrepresent Japan. The KAISER in his early days painted his celebrated picture of the Yellow Terror threatening the Cross of Europe. It is difficult in after life to eradicate early impressions, and both countries certainly anticipated that the first use made by Japan of her victory would be to proclaim from the housetops her superior prowess over the nations of the older cultivation. Japan has not shown the slightest external indication of any desire towards undue self-laudation. On the contrary her self restraint has been as marked as it has been wise, and the result has been shown in the manner, dignified yet sympathetic, in which she received President ROOSEVELT's suggestions of peace. Japan really has no desire for war; it was forced upon her against her will, as the only way left of escaping national extinction. She has shown that she has no fear of it; and now that she has come out more successful than she could have expected, she is also ready to show that she is perfectly willing to lay down arms, under the sole proviso that the peace shall be permanent. Even Continental Europe, with all its prejudices, has had to acknowledge this, and this change of sentiment has undoubtedly largely contributed to the improved feeling in Europe generally.

Still there are deep-seated causes which may interrupt the seeming harmony. France has apparently yielded under conditions to the KAISER's desire for a conference, and naturally the United States and Austria are quite willing to assist in a discussion which, acknowledging their position, would yet entail no responsibility on either. England, however, here stands in a very different position. Actually, she has larger interests in and about the Straits of Gibraltar than any of the other Powers; and in consequence, she definitely declined to take part in discussions which might place her in a wrong position as regarded her neighbours. It is quite true that she as ardently as the others would hail an understanding which would bring Morocco under civilising influences: and if the Conference were to be confined to the discussion of this, and topics

immediately thence arising, she would certainly be found a consenting party. But an International Conference is one of those dangerous machines which if once called into action is difficult to control, and is apt to diverge into paths far removed from its original intention. Germany tells us now that the idea of the Conference was not of her raising, but proceeded from the SULTAN of Morocco, and that "therefore" she could not name its limits. As Germany has at least made herself responsible for its public appearance, this seems rather trifling, so that the difficulty of the situation can scarcely be looked upon as closed.

In like manner, however correct may have been the conduct of Japan, the Eastern difficulty is still very much to the front. With the exception that she will demand the retirement of Russia, and an indemnity for the cost of the war, Japan has carefully avoided making any committals. She has shown her sincerity by naming her FOREIGN MINISTER as Plenipotentiary, and declaring her readiness to send him to Washington by the very first steamer. Russia likewise has shown her readiness to enter into peace negotiations, and has appointed in Count MOURAVIEFF one of the most distinguished of her statesmen. She also has wisely refrained from compromising herself by prior statements of her intentions. Each champion is armed with full powers from his Government to enter on the diplomatic contest; and so far there is nothing seemingly to stand in the way, and we may expect in a few days, or weeks, to see the lists thrown open. Here, however, the equality of conditions ends. There is no doubt of the complete ability of the Japanese Government to enforce on the country the stipulations of any treaty arrived at. If there be one thing above the other made apparent by the war, it is the complete unity of purpose between government and country, which has made success not only possible, but almost inevitable.

On the other hand in Russia the progress of events during the last twelve months has shown the complete divergence, not only between the nation at large and its government, but the hopeless incapacity of the several departments of state to unite in any common policy. This divergence is fundamental, not accidental, and shows itself equally in the Palace, in the Army, the Navy, and the Civil Government. The government of Russia is theoretically an autocracy, but autocracy has its limits, beyond which autocracy is impossible, and Russia in her recent expansion has already exceeded those limits. This is well shown in recent history: the capture of Khokand by General KAUFFMANN was in actual contumacy of the direct orders of the TSAR; and it was the starting point for still further advances eastwards. The massacre at Vladivostock was never inspired from St. Petersburg, and the appointment by the ~~TSAR~~ of Admiral ALEXIEFF to the practical Satrapy of the Far East was of itself a sufficient acknowledgement that autocracy had failed. Russia has made, in fact, the inevitable step from autocracy to satrapy. Admiral ROZHDESTVENSKY, sent to the East by the TSAR's personal order to retrieve the military honour of Russia, declined to discuss even with his Imperial Master his plans, and seriously compromised the alliance with France. His subordinates adopted similar methods in dealing with him, and the result was the battle of Tsushima. Nor is autocracy less of a failure at home. The TSAR gives his word of honour to the workmen presenting a petition, but he had spoken without his host, and his officers promptly imprisoned

the very men whose safety had been guaranteed. The Black Sea fleet is in open mutiny. The Army seems ready to follow, and only the Cossacks are to be depended on; and they are at feud with the rest of the nation. Russia, in fact, as we stated a short time ago, is not in a position to make peace.

It is certain that Japan will demand an indemnity as some compensation for the cost of the war; but Russia has no money, and what is worse, no credit. Of late she has been dependent on the generosity of her neighbours, France and Germany, but that is already almost exhausted. Will she give a territorial guarantee? Other nations will look on with jealousy, or altogether forbid it. Russia is already pledged. Count MOURAVIEFF may agree to move out of Manchuria; but will the generals in command after the precedent of Khokand obey the stipulation? Count MOURAVIEFF—the TSAR himself, may agree to surrender Vladivostock; but General LINIEVITCH may conceive that he understands better the position. So with every possible stipulation. Each department in the administration holds itself independent of the others: the Home Office looks askance on the Admiralty; both on the Foreign Office. Why should they submit to the dictates of the other? The TSAR has long been a negligible quantity with all; yet he is the only possible bond of union between them.

These facts are well known, yet it has been the practice to ignore them; but unfortunately they will crop up at the most inconvenient moment. They must, however, come to the front in the discussions at Washington; so that however calm may be the present European political landscape, there is a small cloud on the Eastern horizon which may yet baffle the best laid schemes of the peacemakers.

## THE TROUBLESONE TAOTAI.

(Daily Press, 12th July.)

During last month we published a few notes relating to the difficulty encountered by the Shanghai authorities in seeking to make a good road to "the Hills." The entire correspondence has since been published in the Minutes of the Municipal Council, and affords an excellent example of the troubles and annoyances incidental to all negotiations with a certain class of Chinese. It was not, apparently, that the people of Chingpu were really averse to receiving the blessings of good highways, but that their "objections" were inspired by those who should have known better. It will be strange if, as a result of the strong attitude of the Senior Consul, Dr. KNAPPE, the Shanghai TAOTAI is not speedily brought to a knowledge of the error of his ways. The first letter, as published, is one from the Belgian Consul, M. D. SIFFERT, to the Municipal Council, stating that the TAOTAI had demanded the instant stoppage of the road-making. The sub-magistrate of the district had reported that the people were uneasy because the road surveyors had driven in pegs on or near to Chinese graves, always a source of trouble. The "native gentry" and "elders" petitioned against any foreign road at all from Sicawei to the Hills, but this also was quite usual, and formal. The "general opinion of the Chinese public" in sight of a possible "squeeze" is never antagonistic. On the other hand, the Municipal Council had been approached by "certain native residents" to make the road; but the Council was not proceeding with the work regardless of the Chinese officials. They were making the

survey only to get information as to the probable cost, before doing anything further. "Three Chinese gentry" continued their persuasions with the Council, and made certain offers in connection with the necessary land purchases; and did not appear to be unduly alarmed about graves. These particular Chinese minds were focussed apparently, more on tael than tombs. So the Council tried to represent to the TAOTAI "the general benefit, both to the local natives and to the residents in the Settlement, which this road would afford." This was in April, 1904. Two months later the "objections" of the TAOTAI were forthcoming. This enlightened individual was able to see that the road would be "of great benefit to Chinese and foreigners alike," and quoted Sir PELHAM WARREN's remark that it was "a remarkable thing that these objections should have suddenly been raised against such beneficial work at a time when other local improvements are in progress. It is thought that evil-disposed persons may have raised those obstacles in the matter especially for their own benefit." But, said he, when there are Treaties everything should be done accordingly; and the Municipal Council's surveyors had not unfurled their tapes according to Red Tape; (This is rather free transliteration) and "the person who objects to the Council constructing the road at Ch'ih-pao village is myself (the TAOTAI) and not any evil-disposed persons." His idea was that the Council's powers should have their limitations shown by this obstruction; and to that end he was instructing the native officials to pull up the surveyor's pegs without delay. In a subsequent letter, the TAOTAI pretended to believe a report that the surveyor and his men had pistols and were "prepared to quarrel or fight with the country people," and talked of "these violent measures." This, of course, was all nonsense; and the people who were to be pistolled had been actually showing "co-operation and good will." All objections but those of the TAOTAI were removed: he only proved adamant, or, more justly, pig-headed. Then the Consular Body grew "tired of the conduct shown by the local Chinese authorities"; and went past TAOTAI to VICEROY. Not unnaturally, the TAOTAI regretted "such conduct on the part of a civilised nation." The subsequent proceedings are so ably indicated in a model letter from the Senior Consul, Dr. KNAPPE, to the troublesome TAOTAI, that we must give it almost in full:—

"The construction of roads is a very important factor for the development of the country. H.E. Chang Chi-tung, one of the wisest statesmen of China, who is appreciated as such by foreigners and Chinese alike, has always made it a point to act in accordance with the above-mentioned principle. When in Canton he constructed a quay alongside the West river of many li length; in Nanking he connected the Yangtze river at Shiu-kuan with the southern parts of the city by a road of over 60 li; and in Wuchang also an excellent road has been built by him.

"All these roads are a blessing to the population.

"In the same enlightened spirit your predecessors have acted in Shanghai. I draw your attention to all the roads in the neighbourhood, viz., the Jessfield Road, the Gordon Road, the Robison Road, the Siccawei Road, the Brenan Road, Avenue Road, Avenue Paul Brunat, and many others. Some of them are now within the boundaries of the Settlements but they were built when the territory was still outside.

"The road proposed to the Hill is not destined for the pleasure of foreigners in Shanghai but it is an absolute necessity for the food supply of a city with a population of nearly a million Chinese.

"I had many conversations with you in this matter, have always used my best endeavours to come to an amicable understanding. I have admitted that the road cannot be constructed without the consent of the Chinese authorities. I have suggested to call a meeting of all those

who are interested in the matter, viz., representatives of the Consular Body, the Municipal Council, the landowners, the magistrates, the tipaos, and yourself. But I have always received an answer in the negative.

"Being convinced that nothing but obstruction on your part is the real cause of the difficulty; and being informed that the land-owners are prepared to sell their property at the prices offered; and that the tipaos are giving every possible assistance, I have asked Dr. Merklinghaus to see the magistrate of Chingpu with the surveyor of the municipality; and to report whether there are any real difficulties.

"It is interesting to read your reply of the 10th. You protest against direct intercourse with Chinese authorities except yourself, and declare that it is not in conformity with the treaties. Will you kindly let me know the Article of the Treaties where the Consuls are prohibited from dealing with the Chinese authorities, whenever they think it advisable?

"It is evident by your conduct in this matter, as well as in many others, that your principle is obstruction to any progress proposed in the interest of such a centre of trade as Shanghai has become. There appears to be no chance of coming to an understanding with you. I am going to Nanking to negotiate with H.E. the Viceroy in this and some other affairs."

We learned yesterday evening that Dr. KNAPPE had returned from Nanking, and that Viceroy CHOU FU had promised to send an official to Shanghai to investigate. In the meantime, a report that the Consular Body had decided to ask the Wai-wu-pu to remove the TAOTAI is officially contradicted. Perhaps the VICEROY's representations will be sufficient.

#### RAILWAY ENTERPRISE IN SOUTH CHINA.

*Daily Press* 18th July.

We are not sufficiently informed of the desires and intentions of the Colonial Government to be able to say whether the suggestions in "SPECTATOR'S" letter are as valuable as they are interesting. Certainly to the unofficial eye there is much that is attractive in our correspondent's picture of quite possible developments in the New Territory which has now been under British care for more than half a dozen years; and we have little doubt that the responsible officers would be as pleased as "SPECTATOR" to see the country opened up in some such way. Following our correspondent's proposal step by step upon the map, we note that his auxiliary line would approximately follow the line of the bridle road from Sham-chun, southward along the western borders of the Lung-kwai-tau district into the area marked Shap-pat-heung, bending westward to avoid the hilly country and to intersect the populous valley that runs south to San-hu-wai in Castle Peak Bay. Apparently about two thirds of the route is covered by existing roads, good main roads—for China; and it comes in contact with about fifty villages and towns, nestling in fertile and productive valleys. We understand our correspondent's idea to be that a single line so laid down would very much expedite the making of the main line that links to connect Canton with Kowloon by a more direct route.

He pointed out to us that the obvious way to deliver railway material for delivery at Sham-chun was to unship it at the mouth of the river entering Deep Bay on the east; but there is not enough water there for shipping. Deep Bay is not so called because of its soundings, but because of its deep indentation of the land. Across the estuary of that river, for which the cartographers appear to have no name yet, is an awkward bar; and even supposing a laden steamer gets up river safely, it must hurry back before the tide falls, if it does not wish to rest till next tide on the mud.

Asked if Sha-tau-kek, a town on the

opposite side of the peninsula, in Starling Inlet, was not equally "obvious," he admitted that it was; but said the eight miles between that and Sham-chun offered more engineering difficulties than the eighteen mile route proposed by himself. "Besides," he pointed out, "look at the country to be opened up. A line from Castle Peak Bay will pay for itself while the trunk line is building." If any private syndicate had constructed a light railway through this western territory, they would not only have earned good dividends; but would in all probability have been able to sell for a good price to the Canton-Kowloon Company, who would have seen its desirability if only as a means of transport for their own material. All this to us appears plausible enough; and the only thing needed seems to be expert confirmation that the route is, indeed, as free from engineering objections and costly obstacles as our correspondent thinks it is. If, in short, this enterprise is practicable, it should be profitable, and it appears to be desirable. Of course, it will occur to the minds of many readers that the desirability of developing this territory will not appeal so strongly to the owners of property on the island. The longer that Hongkong remains the focus point of affairs, the longer will island interests possess extraordinary value. But that argument would also exclude Kowloon, and Kowloon is advancing. It cannot be long, railway or no railway, before the blooming district of Tai-po-hu and Kowloon join hands. There is undoubtedly a great future awaiting the territory lying between Deep Bay, Tolo Harbour, Sham-Chün, and Hong-ham.

#### ENGLAND THROUGH GERMAN EYES.

*(Daily Press, 14th July).*

It is not enough to take criticisms—unfavourable and unflattering criticisms—good temperately. To do so is often a distinguishing mark of a man of sense; but the superior man, with even more intelligence, is he who takes them seriously into consideration, forever putting the formula: "It may be true. Is it?" The saying, "Take all men's censure, but reserve your judgment," may be well amended by the deletion of the word "reserve" and the substitution of the word "use." This short preamble we consider necessary before venturing to deal with a criticism which has set some of our contemporaries in Great Britain busily to work raking their dictionaries for recriminatory words.

In the pages of the *National Review*, "A German Resident" of England, dealing with England and the English, certainly says some things calculated to arouse resentment in the bosoms of those subjects of King EDWARD who are not blessed with the thick skin, or with the mental balance we have just postulated as the essential characteristic of the superior man. He has also said some things with which many Englishmen will not be disposed to quarrel, as, for example, the criticism of the English Public School system, and the educational system generally, some comments on which we reproduce elsewhere in our issue of today. These things, or things to a like effect, have often been said of late by Englishmen themselves.

Our British readers should by now be prepared for the douche of candour which we propose to repeat; we trust to their amusement, if not to their profit. "As for your Empire," says "A German Resident," "it appears to me unstable as a house of

cards. A single hard push from a great Power would bring it down, because of the want of patriotism in your people. Would they sacrifice themselves in tens of thousands to defend India? Would they suffer privation and want of food at home?" Knowing, from history, that where a people enjoys freedom and peace and prosperity for any length of time there is a tendency toward the weakening of animated patriotism, we should have been willing, prior to 1899, if not to admit the justice of that comment, at least to discuss it academically. But we had the privilege of living in that fateful year, and of learning some of its lessons. No science is complete in itself: one philosophy hangs upon another: and there are psychological data to be taken into account that would turn all such generalisations into subjects for mirth. An instinct may be dormant without being moribund; and the years '99 *et seq.* showed conclusively that in the makeup of the English people the hereditary passions of patriotism, of martial enthusiasm, of national esprit de corps still retained their own snug quarters. No need to tell "A German Resident" of the wonderful evincement of those qualities that marked the period named: suffice it to say there was ample to justify an emphatic affirmative to his query concerning India. He continues: "You know that they would want peace at any price, and your statesmen, judging from their recent record, would find humanitarian excuses for the most shameful of surrenders, and pretend that they had hoisted the white flag out of sheer magnanimity." The words we have italicised have no meaning for us, unless they refer to the outrages the British people have recently endured at the hands of Russia. If those be meant, the German critic answers some of his own questions, for the "unpatriotic" and "peace at any price" people did lustily sound the call to arms. There were, however, reasons for patience that should have been patent enough. To drag in France, as impatience inevitably would have done, might have seemed good to this critic, as it would also to the offending Power. It is not lack of patriotism, or "shameful" indifference to what happened, that helps the British public to recognise now that the policy of Mr. BALFOUR and Lord LANSDOWNE was good. No doubt the JOHN BULL family does in some things deceive itself. If Lord ROBERTS be right, when he describes the British army as unfit and unready, and if "C.B." of the *Daily Graphic* be right, when he condemns the guns of the navy, then it may be true, as "A German Resident" says, that "your power of self-deception at times approaches the marvellous; but, unfortunately for yourselves, you are not the only power in the world, and there are nations on the Continent which are not deceived by your audacious make-believes but which see you as you really are." In one particular, the critic lays himself open to some rejoinders that we wish to put as gently and as inoffensively as we possibly can, for though we cannot agree with all his criticisms, we have derived profit from older comments by his nationals, and we would not scare away candid critics by any display of temper such as we regret to have observed in some quarters. Herr MAX SCHMIDT, for instance, the author of "Happy-go-lucky Land" was a critic we could not well have spared. Indeed, the unkindest thing we have to say to "A German Resident" is that he appears to have drawn rather freely upon his predecessor, and to have added a certain quality of scathingness all his own. Nous revenons. This latest critic appears to be

unaware, when comparing the German military system with the British, that one of the stock arguments of the opponents of conscription is that conscription and patriotism do not, like little birds in their nests, agree. He dwells upon the fact that his nationals are taught to serve their country, taught the importance of it as a duty, and in the same breath mentions that the reward of diligent students is an exemption from more than one year's service, and that the penalty for idleness is an extra year of service. Of course, we know what he wished to say, but that does not alter the fact that he has said it badly. We are very much inclined to agree with him when he remarks, "We may not be so good at games as you are, but games are after all, a very unimportant thing in life. You are mistaking the means for the end." That is an echo of KIPLING, and to it more than KIPLING will assent. Then, granting that preparations for military service are better done on Aldershot Common than on the proverbial "playing fields" of Eton," what of the famous 'goose-step'? It may be British prejudice, and "self-deceit," but we are unable to see how that painfully acquired marching gait can help any man to serve his country better, as soldier or otherwise. There are other things, but we have said enough to show that there is, perhaps, a case for "crock and kettle" recriminations. After all, it depends a good deal on phraseology. The German says "Look before you leap," and spends a great deal of thought and energy on his army. The Briton says "Take no thought for the morrow," or colloquially, "Don't worry." He has made many blunders, and paid often for his carelessness, no doubt, but the methodical German cannot be said to be far ahead of him, in point of actual results. MAX SCHMIDT said, addressing JOHN BULL four years ago, "Hardly once, since I have known you, have you entered upon any big undertaking without, at the outset, committing blunders which would have brought shame, if not ruin, upon any other people; yet you scarcely know how to blush, save at the behaviour of your neighbours; and certainly you are not ruined." The italics are ours, and they indicate the important point. Lord ROBERTS has "croaked" with a purpose, a justifiable exaggeration. "C.B." whose naval criticism, by the way, is jeered at by *The Fleet*, "croaked," like many other critics, because "it is his nature to." Although it is not in mortals to command success, and all these critics unite in saying that the British have not deserved it, yet they have to admit that a colourable imitation of success has fallen Great Britain's way. To quote Herr SCHMIDT again, he says: "I have never ceased to be staggered by your long immunity from the natural consequences of your persistent carelessness and stupidity." That long immunity suggests the possibility, the bare possibility, that perhaps the state of things is not so perilous as the critics make out, and that JOHN BULL's stupidity is more on the surface than deep down. It cannot all be luck.

It is stated by a Chinese officer who recently arrived in Shanghai from the North that, with the assumption of their new uniforms, hat and leather boots—which are almost entirely on Western models—by the officers and men of the Chihli Army Corps, under Viceroy YUAN SHIHKA, over one-third of them have already cut off their queues, "for convenience sake," while others more conservative have merely cut off half their queues, and wound the remainder of their hair into a top knot, to enable them to "look properly" with their new military hats.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 11th inst. in the Board Room. Dr. F. Clark (President) presided, and there were also present Hon. & Mr. W. Chatham (Vice President), Major Josling, Dr. Pearce, Mr. E. Irving, Mr. F. J. Badeley, Mr. H. E. Pollock, K.C., Mr. Lau Chü Pak, Mr. H. W. Slade, Mr. A. Rumjahn, and Mr. W. Bowen-Rowlands (Secretary).

The PRESIDENT, pursuant to notice, moved:—"That the Board hereby authorise Dr. W. W. Pearce, Dr. H. Macfarlane, Dr. W. Moore and Mr. A. Gibson to enter any shop or premises used for the sale or preparation for sale, or for the storage of food, to inspect and examine any food found therein which he shall have reason to believe is intended to be used as human food, and in case any such food appear to be unfit for such use, to seize the same in accordance with Section 83 of the Public Health and Buildings Ordinance N. 1 of 1903." He said that no such authority was given under the Section, and it was not often required, but he thought that there should be such authority.

Mr. POLLOCK seconded and it was carried

### ADULTERATED MILK.

Mr. Frank Browne's return of samples examined under "the Sal. of Food and Drugs Ordinance, 1896," for the quarter ended 30th June, showed that out of eight samples of milk examined one was found adulterated. Six samples of beer were all right.

Mr. H. E. Pollock minuted:—Was there a prosecution in the case of the adulterated milk? What was the result?

The President minuted:—Yes, and a fine of \$200 inflicted.

### MORTALITY STATISTICS.

The mortality statistics for the week ending 17th June, death rate per thousand per annum, showed the following figures:—British and foreign civil population, 44.9; previous week 44.9; corresponding week last year, 41.1. Chinese community (land and boat), 26.1; previous week, 23.8; corresponding week last year, 25.0.

### LIMEWASHING RETURN.

The limewashing return for the fortnight ending 4th July showed that 3,534 houses were treated in the Central District and 3,773 in the Western District.

### RAT RETURN.

During the week ending the 8th July, 45 rats (including 22 infected) were caught in the City of Victoria, and 189 (12 infected) in Kowloon. The President minuted that the suggestion that the number of rats caught lately had fallen off was incorrect. They were catching fifty per cent. more than during the corresponding period of last year.

## COMPOSITION BY CHING HOP FIRM.

### THE ARREST OF DEBTORS.

In connection with the case of the Ching Hop firm, iron merchants (the case in which the new Chief Justice has laid it down that a debtor must not be arrested unless there be evidence that he is about to abscond), we understand that a composition has been arranged by which the creditors receive thirty three per cent.

Compradores as well as European business men are uttering expressions of regret that Sir Francis Piggott should take so strict a view of the law relating to the arrest of debtors.

## THE CANTON BANKS.

It appears to be true that from forty to forty-five native Banks at Canton are closing their doors, on account of unusually heavy losses.

The proposal that they should be registered, with all their partners, directors, shareholders, &c., is not favoured even under the present depressing circumstances.

Chinese recognise that while such a measure would afford protection to investors, it would at the same time make the Government officials too wise, and lead to all sorts of "squeezes."

## SUPREME COURT.

Tuesday, 11th July.

## IN ORIGINAL JURISDICTION.

BEFORE SIR F. T. PIGGOTT (CHIEF JUSTICE).

## IN THE MATTER OF WONG'S EXTRADITION.

Sir Henry Berkeley (Attorney General) and Mr. H. E. Pollock, K.C. (instructed by Mr. F. B. L. Bowley) appeared for the Crown in this case, while Mr. N. Ferrers (instructed by Mr. Otto Kong Sing) appeared for the accused.

Judgment: On the hearing of the application for a *habeas corpus* before me on 6th June, I reserved for argument before the Full Court the 2nd, 4th, and 5th points which had been raised on behalf of the prisoner: these points were argued on 29th June.

The second point was, that the prisoner's surrender, though asked for an extradition crime, had in fact been made with a view to try him to an offence which is not an extradition crime [art. 4 (1) of the Ordinance.]

On this point the first difficulty which arose with regard to the meaning of the expression "in fact with a view."

The learned Attorney-General conceded that this question was governed by the ruling in *Arton's case* (1896—1 Q.B. 108). All questions of *mala fides* on the part of the foreign Government being put aside, under the English *act* the ulterior object of that Government to prosecute the person extradited for a political offence may be shewn. So, under the Hongkong Ordinance the ulterior object of the foreign Government to prosecute the person extradited for a non-extraditable offence may be shewn.

In order to prove the ulterior intention in the present case, the Proclamation of the Brigade General at I so Kong, in Kwong Sai Province, was put in. It may, I think, be legitimately argued from this document, issued in order to assist in the work of "exterminating bandits" from certain villages, that although the extradition of Wong Ka Tseung was only demanded for one crime of armed robbery, yet it does show the ulterior intention of the Chinese Government of punishing him, when they have got him, as a "bandit." But a bandit obviously means a person who has been concerned in more than one armed robbery. The ulterior intention, therefore, if it exists, is to try the man for other extraditable offences than the one for which his extradition is demanded; but not for other non-extraditable offences. If this is indeed, be the ulterior intention, it is fully covered by the provisions of art. 4 (3), which provides that, before the extradition is granted, an engagement shall be given by the Chinese Government that the prisoner shall not be tried for any offence committed before his surrender other than the extradition crime for which his surrender is demanded.

The second point, therefore, falls to the ground.

The fourth point was, that the prisoner's guilt had not been proved as required by art. 23 of the Treaty of Tientsin. On this point I have already indicated the many doubts which I feel in my former judgment; but the solution of them is somewhat easier than I at first anticipated.

In the first place, I accept the learned Attorney General's argument that the words used in art. 21 of the Treaty, "on proof of their guilt," cannot, from the reason of the thing, bear the rigid meaning that the prisoner is to be found guilty. For, in the first place, the trial is to take place in China, and the proof of the guilt will be there required according to Chinese law. In the second place, the trial is not to take place in Hongkong, either under English or Chinese law, and the man will not be punished in the Colony. It would be impossible, therefore, to determine by what law he was to be found guilty. The only possible interpretation of the words is that the colonial authorities who are entrusted with the proceedings in Hongkong are to be satisfied that the prisoner is guilty.

The magistrate is the authority charged with the enquiry, and the evidence before him under art. 10, is to be such as would justify the committal of the fugitive criminal for trial at

the Supreme Court, if the crime of which he is accused had been committed in the Colony. I have already indicated that there appears, on the face of this provision, to be a variance between the Treaty and the local law, for a magistrate can only discharge, not acquit; or commit for trial, but not find guilty.

But art. 10 of the Extradition Ordinance must clearly be read subject to art. 76 of the Magistrates' Ordinance, No. 3 of 1890. And by the second part of that article, the magistrate is to commit the prisoner if, in his opinion, the "evidence is sufficient to put the accused upon his trial for an indictable offence, or, if the evidence given raises a strong or probable presumption of the guilt of the accused." This provision is copied verbatim from the English Act, 11 and 12 Vict c. 42 s. 25.

What the precise distinction between these two alternatives is I have not to enquire, and the books do not throw much light upon it. It is sufficient to say, that the second condition for committal for trial does exactly fit in with the duty required of the Colonial authority by the Treaty. If the first condition had stood alone, it would have been necessary to go into the questions of *ultra vires* suggested in my previous judgment.

But it does not; and we are, therefore, relieved from the duty of deciding a most troublesome point of law. Had it been necessary for us to do so we should have received material assistance from the learned Attorney General's able argument.

The magistrate expressed the opinion that the prisoner was guilty. It is impossible to say that in so doing he was not acting in compliance with the law. But in future I think it would be better for the magistrate to adhere rigidly to the words of art. 76, and to say whether or not in his opinion the evidence given "raises a strong or probable presumption of the guilt of the accused."

The fourth point therefore fails.

On the fifth and last point Mr. Ferrers admitted that the case was too strong for him to contend that this Court could review the magistrate's decision as to the facts. The law is too clearly established for this point again to be raised. He contended, however, that under art. 15 of the Magistrates' Ordinance, the magistrate ought to have heard the complainant—who was, he said, the Chinese officer in charge of the case. But art. 15 is in part 2 of the Ordinance, which deals with "Procedure in respect of Summary Offences." There is no such provision in the part which deals with indictable offences. The fifth point, therefore, also fails.

All the points which the ingenuity of counsel has raised on behalf of the prisoner have thus been overruled. All of them were well worthy of consideration; some of them of considerable difficulty. The sum and substance of the decision is that while there have been deviations from what I consider to be the strictness of practice which the law requires, none of them have been sufficiently serious to warrant the procedure being set aside. The writ of *habeas corpus* is therefore, discharged.

## ROBERT SMITH v. WILLIAM DUMBAR.

In this case the plaintiff claimed the equivalent in the currency of this Colony of \$2,707 73 United States currency. Mr. H. G. Calthrop (instructed by Mr. Paget Hett) appeared for the plaintiff, and Mr. H. E. Pollock, K.C. (instructed by Mr. Dixon) for the defendant.

Mr. Pollock said the first question they had to argue was, "Is the plaintiff entitled to have the judgment of the Circuit Court of Oregon in the United States of America enforced by the Supreme Court of Hongkong against the defendant who is a British subject, and who was absent from the United States of America at the commencement of and throughout the action in which the said judgment was given, and who has not submitted in any way to the jurisdiction of the said court in the said action?" Mr. Pollock said that the defendant never having submitted to the jurisdiction of this court in Oregon the judgment would never be enforced against him here on the principles of the case. If His Lordship was with him on this point, as he hoped would be the case, a deal of legal expense would be saved.

Mr. Calthrop said that the action was originally brought on a certain bond, and by entering

that bond the defendant had submitted to the jurisdiction of the United States.

His Lordship—That comes after. We are on the one point now.

Mr. Calthrop, continuing, said that the defence raised two grounds, first that the American court, with reference to our own court, carried no jurisdiction, because the defendant had no property in America. Secondly, as the defendant was not an American subject, and was not residing in the State of Oregon when the writ was issued, and had never submitted himself to the jurisdiction of the United States. Mr. Calthrop quoted legal cases at length to upset these arguments.

His Lordship reserved his decision on this one preliminary point.

Thursday, 13th July.

## IN BANKRUPTCY.

BEFORE SIR F. T. PIGGOTT (CHIEF JUSTICE).

## LAI HING FIRM EXPARTE MA LEUNG KO.

Ma Fat Ting, debtor, was publicly examined. He said—I put in \$10,000 into the bank myself. The others, some more, some less. The rate of interest I received was \$80 per \$1,000 per year. If there was a profit I also had a bonus. Last year there was no bonus. The year before I received about \$600. The bonus was calculated at every \$100, \$15. That is irrespective of profits. The profits were divided according to capital. All the profits were not divided. All the profits last year were put into the shop. The Wang Fung Company has taken the monopoly of the Wai Shing lottery in the Kwangtung Province. The Li Hing firm advanced \$810,000 to the Wong Fung Company. This amount is approximate. The Wang Fung Company wanted the money to pay for the monopoly. We advanced the money at 1.2 per cent per month to them. The interest resulting went into the profits of the Lai Hing. I received \$500 per month from the Wang Fung Company. All those who had shares did likewise. That was what the agreement was. I had a share in the Wang Fung Company. I have \$60,000 odd with the Wang Fung Company now.

If the capital is \$1,000,000 and the profits \$1,000,000 then the profits on a \$10,000 share would be \$10,000 in the Wang Fung. I get wages as well as profits from the Wang Fung. My wages last year amounted to \$6,000. This is not my share in the profits. This is how the agreement was made. If you have a \$50,000 share in the Wang Fung then you have \$500 per month. I had nothing to do with the making of the Wang Fung Company. There were a number of persons who were not partners in both the Lai Hing and Wang Fung Company.

By the Official Receiver (Mr. W. Keman)—The office of the Wang Fung used to be above the U Shun, in Bonham Stand East, but the U Shun is now closed. I do not remember the number of the house, it was close to one of the houses belonging to the Lai Hing, bought from the Wai Lung Shan. The manager of the Wang Fung in Hongkong is Se Pat Ting. The Wang Fung and Lai Hing are not the same. I do not know No. 38, Elgin Street. I do not know the street; I never paid rates for that house. I do not know No. 26, Upper Lascar Row. The Lai Hing never paid rates on property other than their own, except in Lyndhurst Terrace, inland Lot No. 107 is mine and Lau Wai Chun's. I received a letter from Messrs. Stokes and Platt, of Shanghai, asking for some deeds. The deeds referred to property in Canton. Everyone in the Wang Fung received a similar letter, I never received the deeds. They are with the Hongkong and Shanghai Bank. Lau Wai Chun handed them over to the bank. It was in a matter of bills of exchange as security in connection with Lau Hok Shun's property in Canton. The firms that had to do with the bills of exchange were the Lai Hing, the Wing Shing Lung, the Lai Fung, the King Wa and the I Shun. Lau Hok Shun is in Shanghai. He had a share in the Wang Fung Company. Lau Hok Shun deposited the deed with the bank on account of bills of exchange, as security for the Lai Hing and others. Lau Hok sent

the deed to Lai Wai Chan as compradore of the bank. The books of the Wang Fung have never been brought into Court. (Witness produced three books). These books were given to me by the accountant of the Wang Fung Company. His name is So Pat Ting. These are all the books. Those give the whole of the transactions. The accountant of the Wang Fung can be found though I do not know where he is at present.

I have not the cash ledger of the Lai Hing; the accountant has it. He is in San Hing. He went away two days ago.

By the Court—The chief office of the Wang Fung Company is in Canton. Hongkong people are not invited to take part in the lottery. There was an office of the Wang Fung Company in Hongkong because there were shareholders here, and money was sometimes given from here. The office consisted of one room only. The Wang Fung has no other business but the lottery. The money we had to pay for the monopoly was \$1,000,000, more or less.

Hearing continues.

### THE STRANDING OF THE "TRAVANCORE."

Before the Marine Court at the Harbour Office on July 10, this inquiry was continued. The court comprised Hon. Capt. L. A. W. Barnes-Lawrence R.N. (President), Lieut. C. R. McCallum, R.N., H.M.S. Tamar, Captain H. Pybus, s.s. *Empress of Japan*, Captain St. John George, s.s. *Marquarie* and Captain W. Robb, s.s. *Taiping*.

Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) represented the Captain, and Mr. J. Hays (of Messrs. Johnson, Stokes and Master) appeared on behalf of the owners of the *Travancore*.

Before the inquiry opened, Mr. Wilkinson said he noticed that Saturday's papers contained the evidence adduced in Court on Friday almost verbatim. He submitted that this was a very unusual thing, and very injudicious. It would be all right where Chinamen were concerned, but these men, or the majority of them, could read, and if they read the evidence of previous witnesses they knew what had been said in Court. Such might possibly lead to a perversion of justice, and he considered that if the press published just the gist of the evidence it would be sufficient.

The President (to the press representatives)—It may be that certain portions of the evidence may be of value to other witnesses, and if you could reserve such statements you would be assisting justice by suppressing them. I hope the press will bear this in mind, which will help the situation.

Boatswain Thomas Nash of the *Travancore* was further questioned.

To Captain George—I was stationed at the forrard capstan at the foc'sle head when the captain was lying with his head and arms over the rail, and fell down. I saw him look at us, and thought he was taking notice. I was expecting an order to let go anchor when the vessel missed stays. I did not get the anchor ready, as it is not usual. When the captain told me to man the boat, I put four men aboard. I noticed the ship afloat when at the bow in the boat. I called the mate's attention to it when we returned on board. Before I brought the charge against the chief officer I mentioned to him that the ship was afloat. The mate told us to heave on the capstan, but it was of no use. I am quite sure I did not misunderstand the mate when he spoke of scuttling the vessel. If he went below to scuttle her it would be quite possible for him to do so with a hammer and cold chisel. So far as I know he was in his right mind at the time. I have strong reasons to believe that the captain knew of the chief officer's intention. The idea of bringing this charge against the captain and the mate originated when we were accused of cowardice, by both captain and reporter.

To Mr. Wilkinson—Senior apprentice Gordon was at the wheel when we saw the captain, in the state mentioned, on deck.

To Mr. Hays—I am quite sure I saw the captain lying over the poop rail. I am not sure what time it was. I have not spoken to Mitchell about the matter. When I saw the captain in this state I did not make a remark to any

of the crew on deck. When the chief officer made this proposition to me I did not make any comment. When we came in port I reported the matter to the captain. At the time the mate made this statement, the ship was afloat fore and aft. It was not an impossibility for the mate to scuttle her. We had not to be ordered off the *Likin* and directed to return to the *Travancore*.

To the President—The ship was bumping on the rocks when we got alongside. When the ship was pulled off the rocks by the *Robert Cooke* we were in the boat.

To Mr. Wilkinson—It was the captain of the *Likin* who ordered us back to the boat. I was standing at the gangway, but did not see any blue lights. We were called, but were all awake at the time. We were within half a mile of the ship. I never heard a word about blue lights being burnt. When called to leave the *Likin* we were aboard the boat within a space of three minutes. At the time the ship was afloat, there was eight, ten feet of water in the hold. I did not inform the captain when the ship was afloat. I thought it quite sufficient to inform the chief mate. The men were going forward when the chief officer expressed his intention of scuttling the ship. He did not offer me any compensation. I am quite positive the mate intended to do it if I had consented. No boats were lowered before the ship struck, although orders were given before that to get them ready. There was very little panic on board the ship. The *Travancore* is a very handy ship to manage. Until we got to dry dock I never told the captain about the ship having been afloat. I then asked him if he was aware of the mate's intention, and he said, No, and called the mate aft. On the second afternoon after the ship had gone ashore, the captain gave orders to set certain sails. Some of the crew then drew his attention to the fact that the wind was on the starboard side of the ship. The sails were not clewed up again.

To the President—The main and fore lower topsails and the foresail were set, and the yards were braced on the starboard tack. The port side of the ship was lying broadside on to the rocks.

To Captain Pybus—The wind at this time would have the effect of pressing the vessel further on shore.

To J. T. Roberts, chief mate—The men did not refuse to set the sail on the main, but sail was not set on the mizzen mast. It was not set on the mizzen because the men said it was doing the ship harm. The stream anchor was put out sometime during the afternoon of the 2nd June.

The mate here informed the court that this was the first he had heard of the charge preferred against him. He knew nothing at all about the matter.

John A. Martin, chief officer of the tug *Robert Cooke*, deposed—We arrived in the vicinity of the *Travancore* at 6.30 a.m. on the morning of the 3rd June. She was lying port side to the shore on Ekok Point. We lay off at a distance of about two cables. When we first sighted her, we saw two lifeboats lying from four to five cables off. The revenue cruiser *Likin* was anchored about four cables from the *Travancore*, and outside the boats. One of the boats returned to the *Travancore* after communicating with the *Robert Cooke*. When we first arrived neither of the lifeboats communicated with the *Travancore*, on board of which there was nobody. The master of the *Travancore* did not come on board the *Robert Cooke*. He came alongside and remarked, You have arrived too late, the bottom is out of the ship; the rocks have got through her bottom and she is full of water. I did not see anything wrong with the master of the *Travancore*. Immediately after this the captain of the *Robert Cooke* called the captain of the *Travancore* to bring his boat alongside, saying that he would send the mate (myself) and the chief engineer (Mr. Purves) to see the condition of the vessel. We got on board, and I noticed that the ship had a heavy list to starboard, and she was bumping very heavily on the rocks. Several sails were set, but I am not quite certain what they were. We examined the ship and found that there was only from eighteen inches to two feet of water over the ballast on the starboard side. I drew the attention of the master of the *Travancore* to the condition of the ship.

and told him that we could take him up and beach him in Harbin Bay, but he was not of that opinion, and said that if we did take him he would probably go down in deep water. We finally persuaded the captain to let us have a towline and try it. The captain consented, and orders were given for some of his men to pass out a line. The orders were given in a proper seamanlike manner, and carried out. As soon as I saw the towline out I returned to the *Robert Cooke*. In my opinion some of the men should have remained on board. I saw no hesitation on the part of the men to do their work. I did not see anything wrong with the chief officer. The master and chief officer were in danger by remaining on board while being towed off the rocks. When coming alongside the *Travancore* I saw that a kedge had been run out on the starboard quarter. It was lying at an angle of about 45 degrees from the ship's keel. I signalled to the *Likin*, telling the crew of the *Travancore* to return to their ship. The men said they could not distinguish our signal, but they pushed off in the lifeboats, and the *Likin* came alongside of us.

To Lieut. McCallum—When we went to the *Travancore* for the first time there was no rush made for the gangway. I had no idea of getting aboard first to claim salvage.

To Captain Pybus—The captain made the remark that the crew abandoned the ship. We had no difficulty in towing the ship off. She came off easy after about five minutes tow.

To Captain George—I heard it remarked that the first position of the *Travancore* when she struck was bow on, but that afterwards she floated off and went broadside on. I think it was the captain who made the remark.

To Mr. Wilkinson—I did not inquire as to what steps had been taken to get the vessel off. I am quite certain there was only one hawser out.

David A. Purves, foreman engineer in the Kowloon Docks, stated—I was in charge of the engine room of the *Robert Cooke* on this occasion. I was on deck when we sighted the *Travancore* on the 3rd June. I heard the conversation between the masters of the *Travancore* and *Robert Cooke*. The master of the *Travancore* seemed to be alright, but rather worried. I went off to the *Travancore* in one of the life-boats. She was lying port broadside to the shore but I cannot say whether she had any anchors out. I took my turn in going aboard the vessel. There was no rush. I noticed on looking down the one, two and three hatches that there was about three feet of water on the starboard side. The captain previously told us that the bottom was out of the ship, and that she was full of water. I told the captain I did not think the ship was so bad as he thought, and that there was no time to be lost in getting her off.

To Captain Pybus—The height of the ballast in the hold might be from eight to ten feet. It would depend on a man's capabilities as to how long he would take to make a hole in the ship. It could be done with a cold chisel and a heavy hammer. If two rivet heads were knocked off, the ship's pumps would be able to overcome the amount of water.

To Captain George—I would give one man half a day to make a hole in a sailing ship. The captain of the *Travancore* did not appear to be much excited. I remarked in the docks about three days ago that I would have claimed salvage had I been on board first. There was no difficulty in towing the vessel off.

To Mr. Wilkinson—I heard one of the crew in the boat saying that he was going to save his life.

James Holland, steward of the *Travancore*, said—I have charge of the liquor on board, and keep the key of the room in which it is kept. The stock consisted of one case of port wine and two bottles of gin, and there was no other liquor on board. The officers could have liquor in their cabins unknown to me. The captain and officers had breakfast at eight o'clock on the morning of our departure, and things were as usual. Both captain and officers were perfectly sober at breakfast and dinner. While the captain was at supper he said he was sleepy, and afterwards went up on the poop. I saw the captain again at eight o'clock, and he was then perfectly sober.

To Captain Pybus—Two of the charts were in the master's room, but there was always one

on the saloon table although it was not there on this particular day. I have never noticed anything peculiar about the master's conduct. While in Harlem Bay we got two gallons of rum from Hongkong, but none of the men had any. It was thrown overboard. Neither the master nor mate had any of it.

By Captain George—I first heard of this charge being brought about a fortnight ago. I then said that I had nothing to do with it.

L. Gordon, senior apprentice on board the *Travancore*, stated—I went to the wheel at 10.15 a.m. and was relieved at 2.30 p.m. on the day we left Hongkong. The captain was on the poop with the pilot, and never left it until the pilot left the ship. The captain ordered me to steer E. N. E. and if she would not stand that course, I was to steer full and by. I saw the master leaning on the rail near me at the wheel. I did not see him fall on the deck, but I saw him on the deck in a half sitting and half lying position as though he were getting up. The pilot had just then left. I did not attempt to help him up, as I could not leave the wheel. Between a quarter and half an hour afterwards the captain went below.

To Captain Pybus—Where the captain fell was midway on the poop. The captain was not acting as if he were not sober while the pilot was on board. I did not see his cigar fall from his mouth. The deck was wet and slippery, and I heard the captain fall.

To Captain George—We were still in tow when I got the course E.N.E. or full and by. I saw the captain lying on the deck shortly after one o'clock. I saw him get up, but do not think he looked round to see if anybody was looking at him.

To Captain Pybus—it was possible to see the captain where he fell from the foc'sle head.

To Mr. Wilkinson—There is a partition on the fore part of the poop which might have obstructed the view of those on the foc'sle head. The captain picked himself up immediately after he fell. This is my second voyage on the *Travancore*. She is not a fast ship, but very handy. I have never known her miss stays before, and she has previously tacked in ballast. I felt no cause for anxiety until she refused to tack. The men were all at their posts when the order was given to "bunt ship." When she refused, they got a little disorganized. I came in the boat to Hongkong when the vessel went ashore.

To the President—I have been in the ship just under three years, and have served nine months with the present master.

W. Walls, ship's carpenter, stated—The *Travancore* is a steel ship. I have been on her about 7½ months and was laid up from the time she left Hongkong until she went ashore. The second mate called me out of my cabin before she stranded. The covers on the life-boats were nailed on by 1½" and two inch nails. Some of the covers were partially nailed when we left Cardiff. On the 1st June the chief officer said he was speaking to the captain about cutting a hole in the ship and letting her sink. He told me not to speak to the crew about it. I asked him if I could get my tools out of the bo's'n's locker before he did it, and he said he would see about it. I kept my own counsel about the matter, and this is the first time I have mentioned it since.

To Lieut. McCallum—I did not object to the mate's proposition at the time, as he did not ask me for tools.

To Captain Pybus—if I were going to scuttle a ship I would cut some of the rivets off. The windlass was in good order for letting go the anchor. The water in the ship's starboard bilge would be about four feet over the ballast.

To Captain George—the mate was a little excited when he talked of scuttling the ship, but I could not say that he was drunk. He looked as if he really meant to do it. I did not know the crew were going to bring these charges against the captain and mate until I got a summons.

To Mr. Wilkinson—When the mate spoke to me the vessel was in the same position as when the first went on the rocks. I was to get no benefit from the mate if the ship were scuttled, and cannot say what object he had in wishing to scuttle it. Our ship dragged the stream anchor from Fokai Point to Harlem Bay.

To Mr. Hayes—On the voyage out from Cardiff the mate did not before speak of scuttling the ship. From what he said, I gathered that he meant to scuttle her while she was on the rocks.

To Chief Officer Roberts—It was on the afternoon of the 2nd June that you spoke to me of scuttling the ship, but I could not say at what time. I was standing near the main pumps.

M. Byrne, A.B., stated—I was at the wheel in the middle watch on the morning of the 1st June. For about an hour and a half the vessel would neither wear nor stay. We tried to tack her three or four times. The chief officer was in charge of the watch. When I came on deck at 7.45 on the 2nd; I came to the conclusion that the ship was too near the shore. The order was given by the master "hard a lee," in a proper manner. The order we expected after missing stays was "let go anchor," but we never got it. When the ship struck we were immediately ordered to the boats by the captain. The whole of the crew took to them, and we were hardly in when the captain came and sat on the rail, and asked us if that was what we intended to do. We went on board again, and I saw the chief mate on deck tearing the deck log and throwing it over the side.

To Captain Pybus—The log book was not wrapped up. I was employed cutting the starboard anchor, when I drew the chief officer's attention to the captain who had fallen down on the poop. The chief officer said, I am not supposed to notice that. I was present when the bo's'n pointed out to the mate the fact that the vessel was floating.

To Captain George—The man who called me in the morning said we had to turn out early to go about. The book the chief mate tore up looked like the deck log. I could not say that it was.

To Mr. Wilkinson—The carpenter told me this morning about the mate wanting to scuttle the ship.

#### MASTER'S AND CHIEF OFFICER'S CERTIFICATES

##### SUSPENDED.

The inquiry concerning the stranding of this vessel and into the charges preferred by the crew against the captain and chief officer, was concluded at the Harbour Office on the 11th July.

The members of the Marine Court were:—Hon. Captain L. A. W. Barnes-Lawrence R.N. (President); Lieut. C. K. McCallum R.N., H.M.S. *Tamar*, Captain Pybus, s.s. *Empress of Japan*, Captain St. John George, s.s. *Macquarie* and Captain Robb, s.s. *Taiping*.

Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) represented Captain Chamberlin of the *Travancore*, and Mr. J. Hays (of Messrs. Johnson, Stokes and Master) appeared for the owners of the vessel.

Captain R. Henoweth of the revenue cruiser *Likin* was the next witness. He stated—I he crew of the *Travancore* came on board my vessel for the first time at 8 p.m. on the night of the 2nd June. The captain came on board during the afternoon, and informed me that the crew had gone aft in a body, and stated that they refused to stay on board the ship during the night. At about ten o'clock, before the blue lights were lit, I noticed that the *Travancore* was moving. I then told the officer of the watch to hurry up and get the men out, but there appeared to be little difficulty in this; the men looked about for oilskins and caps and seemed to delay as long as they could. It seemed to me, according to the circumstances, that they took an unnecessary long time to get out; about a quarter of an hour or twenty minutes. The crew made no attempt to get the second boat alongside. After they got away they again returned on the 3rd June.

To Lieut. McCallum—It was reported to me that there were eighteen men on the *Likin*.

To Captain Pybus—There was no request made to me to assist in getting the ship off. I do not think the hawsers of the *Travancore* were run out properly. There was a heavy shower when the crew were ordered off, and I think they were waiting until it passed over. There was nothing unusual in their behaviour. The ship's documents were brought aboard my ship on the 2nd of the month.

To Capt. George—The master told me that the crew refused to stay on board the *Travancore* because they were afraid of the masts falling down. When the ship

shifted she moved astern. The crew in the second boat complained of only having two rowlocks. We lent her some to get away with, and I sent my boat to tow her. The *Travancore* got a second hawser out in the afternoon. She had only one out when I first saw her.

H. Wylie, the *Travancore*'s sailmaker, a witness for the captain, stated—I was in the *Travancore* when she left Cardiff. The night before we left Hongkong, and on the early morning of the 31st May, there was considerable trouble with the crew through drunkenness. The drink was brought aboard by two men. The anchor was weighed between 6 and 7 a.m. on the morning of the 31st May. I saw Mitchell go to the wheel. I am on deck all day, and saw the captain on deck that morning. He was not at any time the worse for liquor. I have never seen him fall, but saw Murphy fall after he had been drinking all day and night. I have never before seen the *Travancore* miss stays, and her sailing powers are very good. I was on deck at 7 a.m. on the morning of the 1st June and heard the order "bunt ship" given. I felt confident the ship would go about. Mitchell was at the wheel at the time. The crew did not take very much notice of the orders given. They appeared not to care whether they obeyed them or not. On previous occasions they have been smarter, and if on this occasion she had been smartly worked I think she might have come round. The captain himself said,

"Hurry up, my boys, because they were so slow. When the ship missed stays there was nothing but panic among the crew. I did not leave in the boat which came to Hongkong. During the time the ship was on shore, attempts were made to get her off, and the captain was busy the whole time. The captain ordered the chief officer to set the fore sail and fore lower topsail. These sails were set, also the main-topsail, but the crew did not square the yards as ordered, as they did not think it necessary to do so. The captain then told them to go and set the mizzen topsail, but the men refused and told the captain to do it himself. I went off with the others to the *Likin* as the ship was bumping heavily at the time. I saw the blue lights from the *Travancore*, and eventually I went back to her after being ordered to do so by the captain of the *Likin*. It is not a fact that the covers of the lifeboats were nailed on.

To Mr. Hayes—I did not see a boat row round the *Travancore* and have a look at her while she was on the rocks.

To the President—I have never seen the ship go about in ballast, but her going about in such a condition would depend upon the trim and the quantity of canvas she had on. I felt confident she would go round, seeing how easily she was handled with a cargo. I think my confidence was a little misplaced. On previous occasions the men were always willing to obey the captain's orders, but on this occasion they did not appear to be so. The crew were in a panic because they dropped everything and made for the boats. I was in a panic myself.

To Lieut. McCallum—I heard the captain's orders while at the crossjack braces. The captain had to call out twice before the head and lee sheets were let go. The afteryards were swung right round. When the ship refused to stay the order was given to "hold on." The mate was somewhere forward at this time.

To Captain Pybus—When the order "main-sail haul" was given the wind was ahead. The main-yard was not swung when we went round. The captain always asks me whether all is clear for going about. I went in the second boat from the *Likin* to the *Travancore*.

To Captain George—On the morning the vessel struck she would be sailing at three or four knots. At seven o'clock the land was perfectly clear on our port bow. It would be about a quarter of an hour or twenty minutes after we got the order to go about that the vessel struck. I do not know why the crew brought the charges against the captain and chief officer, neither do I know why Mitchell was made spokesman. The two men who brought drink aboard were Williams and Ryan. The crew did not approach me to join them in the charge.

To C. Mitchell—On the morning of the 3rd May you were intoxicated. A man in drink could

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take the wheel while going out of port. I am never on watch at sea. I was not called at 5.30 a.m. on the morning of the 1st. You did not tell me to give the men a hand with the boats.

To M. Byrne—I have never seen you drunk on board, but have seen you take drink. I have never seen the captain drunk. I did not say the captain was as full as an egg, the night I went ashore for letters.

Mr. Wilkinson, in addressing the court, stated that no evidence had been adduced to prove the captain was guilty of either misconduct or culpable negligence. If the whole truth of the matter were made known, very possibly the misconduct would be on the part of the men, who devoted the whole of their attention to save themselves. The infamous and ridiculous statements made by the boatswain and the carpenter that the chief officer did express his intention of deliberately scuttling the ship showed that the evidence of the men could not be relied upon. The absurdity of the allegation was obvious. If the mate had intended to commit such an act, it was highly improbable that he would have informed these two men, and told them not to say anything. In view of the excellent testimonials of the captain and of the evidence of the steward and sailmaker, he would ask the court to find that there was absolutely nothing to show that the captain was on this occasion anything the worse for liquor, and that the charge of misconduct against him was absolutely without foundation.

Mr. Hays also addressed the court, and Mr. J. T. Roberts, chief officer of the *Travancore* in reply to the President, stated that the accusation brought against him was untrue, and that he was not told about it until the vessel anchored in port. He denied the whole charge.

#### THE FINDING.

The court was cleared while the members considered the evidence, and after about an hour's consideration the finding was delivered as follows:

We find that the British ship *Travancore*, official number 99,769, of Greenock, of which W. C. Chamberlin is master, and of which J. T. Roberts is chief mate, left Hongkong on the 31st May, 1905, bound for Los Angeles.

The *Travancore* is a sailing ship of 1,878 net registered tons, and was in ballast when she put to sea. That about 3 a.m. on the following day the ship stranded on Fokai Point, was afloat for about three quarters of an hour on the evening of the 2nd June, and again taking the ground remained there until 7.45 a.m. on the 3rd June, when she was towed off by the steam tug *Robert Cooke*. It appears from the evidence that when the master came on deck at 7.10 a.m. on the 1st June, the position of the ship in respect to Fokai Point allowed him the alternative of weathering the Point by continuing on the same tack, or to put about. He decided on the latter course, and that it should be carried into effect later on. The master then retired into his cabin, and, after the lapse of half an hour—during which time two reports were made to him by the officer of the watch representing the necessity to go about if the intention was persevered in—he came on deck too late to admit of the manœuvre which he attempted to be safely carried out, and in consequence the ship stranded. Having fully considered the evidence, the court is of opinion that the *Travancore* was not navigated with sufficient and reasonable care; that the master was absent from deck when the safety of the ship required his personal supervision; that the casualty was caused by mismanagement on his part and, that he displayed a lack of intelligence in the efforts he afterwards made to float the ship. That the material damage to the ship was due to the above mentioned causes, which they are of opinion amount to a wrongful act or default on the part of the master, and they therefore direct that his certificate be suspended for a period of nine months from this date. The court further directs that a first mate's certificate be issued during the period of suspension, if the master so desires. The court is further of opinion that the chief mate was also to blame in respect to the management of the ship immediately prior to her stranding, and in the lack of effort he displayed in afterwards trying to float her, which they are of opinion amounts to a wrongful act or default on the part

of the chief mate and they, therefore, direct that the master's certificate held by him be suspended for a period of three months from this date. The court learns from the evidence, with regret, that after the ship stranded, the crew generally appear to have taken an undue advantage of the position, the master was placed in, by consulting their own safety rather than that of the ship, and that their behaviour as a whole left a good deal to be desired. The court, therefore, directs that the members of the crew who brought the charges against the master and first mate bear the costs of this investigation so far as they relate to the court. The court also learns from the evidence, with surprise, that the master was expected by the ship's owners to provide the charts used on behalf of the vessel at his own expense.

#### CORRESPONDENCE.

##### RAILWAY ENTERPRISE IN SOUTH CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—My apology for this communication, if any be needed, must be the exceptional importance of the subject as affecting the interests of this colony, coupled with the very cursory manner in which the contemplated local line, Canton-Kowloon, has so far been noticed.

I remember, when in North China some twenty years ago, having an introduction to the Engineer-in-Chief. I paid a visit to the works at Tong-ku where they were at that time very busy pushing forward the line to the Kai-Ping Mines and beyond. Being shown over, I noticed amongst the rolling stock a number of splendid third class carriages set on four-wheel bogies, each having ten compartments and calculated to hold 100 persons. After spending a few days in the neighbourhood, I journeyed further north, returning a couple of months later. Imagine my surprise, when again visiting my friend at Tong-ku, to find all the beautiful carriages I had seen, converted into veritable cattle trucks, with nothing but a 42-inch boarding round the ends and sides. On speaking of the matter, my friend told me that the home design of carriage could not afford room for half the number of passengers offering and that they had to dispense with all unnecessary hamper; great was the demand of the travelling public of all classes. And when our local line is ready, such I prophesy will be the experience also. The line from Canton to Fuh-shan, in spite of its faulty construction, has yielded magnificent profits from the day of opening.

Now, as regards the Canton-Kowloon Line. One of your evening contemporaries recently ventured to give some particulars as to probable route: tunnelling through the Kowloon Hills beneath the craggy peak, known as the Lion's Head, thence through Shatin Valley skirting the promontory which divides Tide Cove from Tolo Harbour, &c. (Here, for many reasons which the surveyors will no doubt discover, a tunnel might serve better than the shore route). However, it is not my intention to attempt to solve engineering problems: what I propose to do is to open up a broader view of the railway question here in the south as it may directly affect the present and future prosperity of this colony.

To begin with, let us divide the proposed line into working sections of ten or twelve miles and we shall at once see that the first section from Kowloon is fraught with many difficulties involving the boring and construction of tunnels, embankments, viaducts, bridges, &c. These operations mean a long time before the second section can be approached from this end: the third and fourth sections will of necessity be delayed much longer, and so on right along the line.

To obviate all this delay, it has occurred to me, knowing the country well, that from Castle Peak Bay a well-made single line via Piang-shan, On-long, Sha-pat-heung and How-tow dipping in to the Pat-heung Valley, south of Kam-tin-hu, with a curve taking a north easterly direction through a cluster of villages by way of San-tin thence on to Sham-chun would not only be the means of opening up many thickly populated fertile valleys but, at the same time,

might be used with great profit for the transport of ballast and railway material to a point at which the second and third sections meet in the neighbourhood of Sham-chun. This line would be about twenty miles in length and, as the country is nearly level with few engineering difficulties, could be in working order within twelve months.

As regards Castle Peak Bay. With a small reclamation sufficient for wharves and godowns, any home steamers could go alongside, discharge their railway material into trucks, which would be conveyed to the forward sections in less than an hour.

By this means the Canton-Kowloon line would be in course of construction at many points within a year, and a rapid completion would be the result. The twenty mile Valley line would at least pay all expenses and prove a great boon to the country people.

There is yet another very important feature in the development of "Railway Enterprise in South China." I refer particularly to the neighbourhood of Sham-chun. According to the formation of the country, it would appear that the Fu-ti-an Gap, which is very easy of access, will prove the most convenient in passing from the hill district known as Ngau-tam, (about 8,000 feet). It is in this neighbourhood where, in no distant date, there should be an important junction service, as also a suitable site selected for a township. The junction should distribute in four or five directions: Canton, Hongkong, Castle Peak and at least one other which I think will follow almost immediately. I refer to the District adjoining San-on, Kwei-shin, with its Prefect and Magistrate, only forty miles distant, on the banks of East River (Kweichow and Kweishin, about 100 miles from Canton) through a very thickly populated country, principally Hakka.

This, as a system, would complete the triangle, with Hongkong at its apex as the port of entry, the latter part of the project forming a section of the main line to the north east along the coast to Shanghai.

The man in the street here may laugh, but it must all come, perhaps in our day.

It is astonishing how rapidly railway extensions have gone ahead in the north during the last few years, and that in spite of the fact that for several months in winter it is quite impossible to undertake any earth works on account of the intense cold.

Here in the south there is nothing to interrupt, and with a determined start, all should progress steadily throughout the whole year.

#### SPECTATOR.

Hongkong, 12th July, 1905.

#### ALLEGED EMBEZZLEMENT.

Li Kwai, a fok in the employ of the Kwong Hing firm, of No. 358 Sai-yuen Lane, was charged before Mr. G. N. Orme at the Police Court on July 13th with feloniously and fraudulently embezzling and stealing a sum of \$50. money of the said firm.

Mr. G. E. Morrell (of the Crown Solicitor's office) presented and Mr. C. E. Beavis (of Messrs. Wilkinson and Grist) appeared for the defendant.

Mr. Morrell stated that at the beginning of the year the defendant was engaged by the Kwong Hing firm as buyer and seller. He had no authority to collect money, but on three occasions went out and collected certain sums due to his employers from other firms. This was never accounted for, and the defendant was only found out when the managing partner went to collect these sums and was informed that they had been paid to the defendant, who admitted having received them. The defendant was pressed to repay the money, but absconded four days afterwards, and was not heard of again for some time. After hearing that the managing partner of the firm had absconded, he returned to the Colony and stated that he had repaid the money. He went to the shop while the new manager was busy at the godowns, and when the manager returned he found the defendant making alterations in the account book. The supposed absconded partner, however, turned up, and the defendant was arrested.

Evidence was led and the case adjourned.

**"BEYOND CRITICISM."**

The *Japan Chronicle* of June 28th says:—Merchants in Japan again have reason to complain of the way in which the mails from abroad destined for this country are "held up" by the Post Office at Hongkong. The Australian mail for Japan arriving at Hongkong by the N. D. L. steamer *Prinz Waldemar* on the 18th instant was taken ashore there with the mails for China. The Post Office was notified that the steamer would leave port within twenty-four hours, yet she was allowed to depart without any of the Australian mail she carried for Japan, although the mail from England "as placed on board." The result of this is that merchants who had cargo consigned to them from Australia by the *Prinz Waldemar* are unable to obtain delivery because the mail containing the bills of lading and shipping documents has not yet arrived. Should the mail not reach Japan within the next day or two, consignees will be unable to get their documents presented at the Customs before the 30th instant, and it is thus probable that cargo which would have been landed under the old Customs Tariff will have to pay the increased duties which take effect from the 1st proximo. Complaints have frequently been made to the Post Office at Hongkong regarding the way the mails in transit are detained, but the Post Office there is apparently beyond the reach of criticism, and continues to display the most extraordinary lack of judgment, to say nothing of common sense.

Next day, the following letter appeared:—Sir,—I note by to-day's *Chronicle* that further delays to the Australian mails have taken place at the Hongkong post office. I am taking the matter up with the Hongkong Government, and trust it will be the means of avoiding similar delays in future.—Yours truly, J. B. Suttor,

Commercial Representative of  
N.S.W. Government.

The Hongkong Post Office is not quite "beyond the reach of criticism." A little while ago, when we called attention to the mysterious disappearance of letters entrusted to the local office for local delivery, an official notice was at once posted, advising the public that unless they enclose the "envelope or wrapper" with their complaints, it was not easy to investigate. It is not any easier to send the envelope or wrapper of a letter that never turns up.

**A FRENCH CARGO STEAMER.**

For some time a conspicuous feature in the river landscape at Shanghai has been the steamer *El Kantara* swinging at the Messageries Maritimes buoy. The *El Kantara* is one of six large cargo steamers, recently constructed by the company for the Far Eastern service and this is her first call at Shanghai, where she remains on this occasion rather more than a fortnight. A representative of the *N. C. Daily News* sallied out to the vessel and was hospitably received on board by Capt. Lewcunier and his officers, and shown round, on July 6th.

Built primarily for cargo, the *El Kantara* has a measurement of 10,350 cub. metres, or will carry 7,500 tons D. W. For purposes of handling it, the vessel carries twenty-three steam winches, one of which is capable of lifting 35 tons. The steamer is propelled by two triple expansion, surface condensing engines, and her ordinary speed is ten knots, while she can make thirteen knots if necessary. Like all the vessels of the line, the *El Kantara* was built at the company's own yards at La Ciotat.

Accommodation is provided on board for 42 first-class passengers, who are carried at fares equivalent to those charged second-class on the ordinary mail steamers. There are single and double cabins comfortably but not ostentatiously fitted, and a large, but rather low-pitched dining saloon. Fifty-two passengers can also be carried at equivalent to third-class fares. On the lower decks there is airy accommodation for 2,000 troops in eight large compartments. Adequate hospital berthing is provided both for troops and other passengers. The non-commissioned officers have suitable accommodation in the stern.

**JAPANESE COTTON MILLERS AT NINGPO.**

Writing on the 26th June, the Ningpo correspondent of the *N. C. Daily News* says:—A contract was signed last week which will have an important effect upon the future of this port.

Ningpo has had a cotton mill for over ten years, which, unlike many of the Shanghai mills, has fully justified the enterprise of its Chinese company. Combined with this cotton mill—that is, in the same grounds and under the same company—a flour mill has been erected, and is now making a bid for success.

Last week, the contract for another cotton mill was signed, the mill to be erected within twelve months.

The site of the mill is situated on the right bank of the river, opposite the British Consulate. The capital of the company will be \$800,000. Of this amount, one-fourth will be Japanese-owned, and the remainder will be provided by Chinese. A Japanese engineer and architect will superintend the erection of the mill, the contractors being Ningpo and Shanghai firms—Chinese the heads of the firms being Ningpo men.

From the plans of the buildings, it is safe to assert that the mill will not prove an eyesore to the Settlement. A feature of the new mill will be its high chimney, which will be 40 ft. higher than the city pagods.

Your correspondent asked one of the contractors the question—"How about Fungshui? Won't the people object?" The reply was rather significant, for it was both brief and to the point. "Oh! the Japanese are interested in the building." At the present time such a reply must be taken as final. It certainly left your correspondent dumb.

Rumour says that still another cotton mill will be erected in the near future in this port. It may be that Ningpo will teach Shanghai how dividends may be earned in this branch of commercial enterprise.

**THE SHANGHAI COTTON MILLS.****JAPANESE ENTERPRISE—A "MERGER" PROPOSITION.**

There is a rumour in Hongkong financial circles this week of a rather startling development at Shanghai.

It is to the effect that a Japanese syndicate is beginning negotiations for the acquirement of all the cotton mills at Shanghai.

While it is not clear how the thing is to be done, by direct purchase, or by gradually acquiring a controlling quantity of stock, the rumour is received seriously by many interested.

It is understood that one well-known firm will not listen to any proposals to sell; but it is pointed out that they would be helpless if all the others were in Japanese hands.

The Japanese already own at least one of the Shanghai mills, and while the others were paying no dividends, the Japanese directors managed to pay ten per cent. and to set aside fifteen per cent.

The Hongkong mill was not mentioned; but it will no doubt be sought after if all the others are acquired.

**H. & S. BANK SUED**

The *Manila Cubileus* reports as follows:—Francisco Reyes has brought suit against the Hongkong and Shanghai Banking Corporation for \$380,000 damages which, as the complainant alleges, the corporation refused to allow him to make use of in meeting certain drafts on Spain. The case is full of interest to the business world and the importance attached to it is evidenced by the fact that the assistant chief manager of the concern paid a visit to Manila some time ago, in connection with the case. Señor Sierra, attorney for Francisco Reyes, has just returned from a visit to Hongkong with reference to the affair.

Plaintiff prays for the payment of the above named sum, the payment of legal interest on the same, the cost of the suit and such other relief as to the court may seem just and equitable.

**THE CHINESE "WHO'S WHO?"**

We have received from Messrs. Kelly & Walsh a book which is fully entitled to the description suggested in the above heading. It is, however, officially styled "List of the Higher Metropolitan and Provincial Authorities of China." It includes a genealogical table of the Imperial Family; and was compiled by the Chinese secretaries, H.B.M. Legation, Peking, and corrected to May 31st, 1905, by Mr. S. F. Mayers, Assistant Chinese Secretary. The English renderings of the names are alphabetically arranged, followed, in parallel columns by the Chinese names, the province, the degree or office, and then the biographical data.

**AN UNCHARTED ROCK OFF NAMOA ISLAND.**

A hydrographical note received by the Hongkong Chamber of Commerce describes an uncharted rock discovered by H.M.S. *Waterwitch*. It is at 23.26 North Lat. and 117.19 East Long., eastward of Namoa Island, S.E. China. There is 23 feet of water over it at low water; and depths of eight and ten fathoms close around. From the rock Lamook Island High Light bears S. 7 deg. W.; centre of Dome Island bears S. 65 deg. W. dist. 11-1/10; and North Point Namoa Island bears N. 73 deg. W. The rock is marked by "tide rips" during the strength of tide. The position as given must not be approached within half a mile, the existing chart (No. 1957) being incorrect as regards the points mentioned. Note: Bearings magnetic.

**THE HANKOW-CANTON RAILWAY.**

The Chinese appear to have quite made up their minds to construct the Hankow-Canton railway themselves, and as one means to that end Tuan Fang, Governor of Honan, together with Viceroys Chang Chi-tung and Ts'en Chun-hsuan, have memorialized the Throne for permission to establish a railway lottery on the lines of the Hankow Lottery, the profits to be devoted to the expenses of the line. In addition to the ordinary prizes, it is proposed that a certain percentage of the tickets shall be exchangeable for shares after the railway is built, which will be a great inducement to the public to procure and hold as many as possible.

It is now stated that the scheme has been sanctioned by the Throne.

**THE CHINESE DEMAND FOR A PARLIAMENT.**

One of the Chinese Ministers stationed abroad who keeps himself in touch with Chinese students studying in various countries, having it brought home to him that when these students return to China there will be an agitation for a Parliament, has taken time by the forelock by writing to Prince Ching and suggesting that his Highness should anticipate matters by advising the Throne to grant a Parliament to the country. The question was accordingly first referred to Viceroys Yuan Shih-k'ai, Chang Chi-tung, and Ts'en Chun-hsuan, these three being considered the most enlightened of the high officers of the Crown in the provinces, for their views on the matter. Their joint reply appears to be most sensible, and under the circumstances the best that can be done for China just now. It was that, as the country is not prepared for a Parliament, the best way to educate the people up to the point required would be for each province to have an assembly consisting of members of the gentry and men of ability and means selected by the various cities and townships to represent them at their provincial capital. The duty of these representatives will be to consider concerning provincial public works, educational institutions and the like, and to advise the Governor, or Provincial Treasurer, on them. After sufficient experience and insight into such public questions have been gained, then, and not till then, can a Parliament in the broader sense be granted, otherwise nothing but confusion and anarchy will ensue and the best efforts of those desiring the progress of their country, be brought to naught.—*N.C. Daily News*.

## COMMERCIAL.

## TEA.

HANKOW, 5th July.—Business reported since the 28th ult., is as under:

	1905.	1904.
Settlements	11,474	25,232
Consisting of the following Teas		

	1-Chests	1-Chests
Ningchows	3,601	at Tls. 32.00 per picul.
Oopacks	235	at Tls. — " "
Onams	1,389	at Tls. 18.60 " "
Onfaas	5,352	at Tls. 20.00 " "
Seang-tams	897	at Tls. — " "

The following are statistics at date compared with the corresponding circular of last season, viz., 6th July, 1904:

	1905.	1904.
HANKOW TEA.	1-Chests	1-Chests
Settlements	347,408	485,070
Stock	54,047	28,891
Arrivals	401,455	513,961
	1905.	1904.
KIUKIANG TEA.	1-Chests.	1-Chests.
Settlements	156,200	189,794
Stock	25,366	18,440
Arrivals	181,626	208,234

## SUGAR.

HONGKONG, 14th July.—The upward tendency continues, holder's being firm.

Shekloong, No. 1, White	\$9.05 to \$9.10	pol.
Do. 2, White	7.70 to 7.75	"
Do. 1, Brown	6.35 to 6.40	"
Do. 2, Brown	6.15 to 6.20	"
Swatow, No. 1, White	8.95 to 9.00	"
Do. 2, White	7.60 to 7.65	"
Do. 1, Brown	6.10 to 6.15	"
Do. 2, Brown	5.80 to 5.85	"
Foochow Sugar Candy	12.45 to 12.60	"
Shekloong	11.90 to 11.95	"

## RICE.

SAIGON, 30th June 1905. Messrs. Wm. G. Hale & Co.'s circular, states:—Supplies from the interior are falling off largely, and the few small sales effected lately have sufficed to harden the market, which closes with an upward tendency. We quote for July/August delivery.

No. 2 White sifted (trie)	per picul.
steam milled (mixed)	—

No. 2 White unsifted (ordinaire)	steam milled (mixed)
steam milled (mixed)	\$3.80
5% Cargo steam milled (mixed)	\$3.42
10% " " "	\$3.35
20% " " "	\$3.27

The following is a statement of this year's exports of White Rice, Cargo Rice and Paddy:

Destination	Total Piculs.
Hongkong	575,900
Vladivostock	34,100
Manila	703,200
Iloilo	159,100
Cebu	606,100
Japan	882,600
Singapore	2,800
Cheribon	35,300
Noumea	19,900
Batavia	55,800
Sourabaya	167,700
Madagascar	82,500
Reunion	59,000
Europe	999,200
Total	4,423,200

## OPIUM.

HONGKONG, 13th July, 1905.—Since the 29th ultimo, the movements in our various Opium markets have been as follows:

Molwa, Patna, Benares, Persia.	Stocks as per circular of	29th ultimo, 1905.	1,153	2,946	941	1,463
July 5th Imports per Lightning		390	205			
22nd " Lai Sang		335	160			

Less Exports to Shanghai	—	—	—
Less Exports to East and West Coast Ports including Local Consumption for the fortnight	119	578	132
Estimated Stocks this day	1,034	3,003	1,174

Bengal.—The market is quiet at \$1,117 for Patna and \$1,072 for Benares.

Malwa.—The market is quiet and rather weak at the following quotations:

New	\$1,200
2 years old	\$1,200
3 " "	\$1,375
4/5 " "	\$1,400
Oldest	\$1,420

Persian.—Market is steady.

## COAL.

Messrs. Hughes and Hough, in their Coal Report of June 30th, state that 11 steamers are expected at Hongkong with a total of 30,600 tons of Japan coal, and 9,300 tons of Indian coal. Since June 30th 17,500 tons of Japan coal have arrived. The market continues weak with sellers and no buyers. Quotations:

Cardiff	\$15.00	\$16.00 ex-ship.
Australian	\$11.00	\$12.50 ex-ship.
Tubari Lump	\$12.00	ex-ship, nominal
Miki Lump	\$11.00	ex-ship, nominal
Noji Lump	\$9.95	to \$9.50 ex-ship, quiet.

## YARN.

Mr. Eduljee, in his Report, dated Hongkong 14th July, says:—The fluctuations in Bombay consequent on the sharp advance in the values of raw cotton in America, have been reflected in our local market. A brisk business has been done, and sales to the extent of 10,231 bales are reported. Most of these sales were effected in the early part of the fortnight and include a large proportion of purchases by a sanguine native dealer who has been operating extensively for a rise. Prices have been pushed up \$1 to \$4 per bale, but are weak and unsteady at the close. The demand has run upon almost all counts, No. 10s attracting most attention and profiting largely in the improvement. No. 16s of best quality are saleable at higher prices, but lower grades continue neglected. The off-take during the interval has kept pace with receipts and our estimate of stock continues unchanged.

Local Manufacture.—Sales of 500 bales No. 10s at \$110 to \$111, and of 400 bales No. 12s at \$114, all forward delivery, have been reported.

Japanese Yarn.—Nothing doing, market being bare of stock.

Raw Cotton:—There has been a fair demand for local consumption and a slight improvement of 50 cents to \$1 per picul has taken place in Indian descriptions. Holders generally have been less affected by advances on the other side, preferring to meet any reasonable demand here, and sales of 1,300 bales superfine Bengal have been put through at from \$23 to \$25, leaving a stock of about 5,000 bales on the market. In China kinds some 250 bales Thoongchow are reported to have changed hands at \$25 to \$26; stocks 300 bales. Quotations are Bengal \$22 to \$26 and China \$22 to \$27.

Exchange on India, after slight fluctuations, closes to-day at Rs. 141 for T/T and Rs. 141½ for Post. On Shanghai 71 and on Japan 92½.

The undenoted business in imported and local spinnings is reported from Shanghai during the fortnight ending 1st instant, viz:—

Indian:—There has been some free buying for the Newchwang and River markets and prices have advanced 1 to 2 taels, No. 10s continuing to form the bulk of the settlements and showing the largest advance. Total settlements reported are 7,398 bales with an estimated stock of 60,000. Close strong.

Japanese:—These threads have participated in the improvement, but shortness of supplies continues to affect business. Total settlements about 2,500 bales on the basis of Tls. 94 to 102 for No. 16s, and Tls. 105 to 109 for No. 20s. Close firm.

Local:—A stronger feeling has prevailed and new contracts of 2,000 bales No. 14s at Tls. 90½ have been entered into, prices showing an advance of 8 taels.

## PIECE GOODS.

Messrs. Noel, Murray & Co.'s report on the Shanghai Piece Goods Trade, dated Shanghai, 6th June, 1905, states:—The news of the further advance in cotton has been received here more with satisfaction than the excitement that is reported in the home markets. The great dread of operators is, and has been, the possibility of cheap goods being placed on the market before they have had a chance of getting rid of their heavy commitments. The trade is really getting into a very congested state, with supplies coming in much faster than they go out, notwithstanding the deliveries show a vast improvement over the same period of last year. It is, therefore, very important that prices should be kept up, and this can best be attained by the continued advance in the raw staple. This latest rise is the result of the unfavourable reports concerning the New Crop. Not only has a considerably less area been planted but the conditions as regards the weather, etc., are much more unfavourable than usual at this stage of the growing. These reports appear to be quite genuine and are not circulated by speculators with an object, so that manufacturers are beginning to be a little wary about future supplies and decline to quote except at prohibitive prices. No very definite news has come in from Newchwang, but it appears that during the interval at least two steamers have gone in from here, and their cargo.

have been disposed of satisfactorily. This has had a decidedly good effect on the market, and it is looked upon as a commencement of the better state of affairs, from the trading point of view, so long desired. The fighting in Manchuria, however, is progressing very slowly and there is no telling whether the better transport facilities will be available for long: it seems impossible to get any intelligible or reliable report from Foreign firms doing business there. The Tientsin trade is progressing quietly, but the dealers here are complaining that the Merchants there are endeavouring to put on the screw and seem inclined to hold out for lower prices, which, however, under present conditions should not be forthcoming. Hankow continues to be the great disappointment of the trade, and goods sent there are losing heavily. Clearances are not altogether unsatisfactory, but might be a good deal better, and probably would have been but for the bad weather. As a result of the excitement in Liverpool, where cotton have gone up to 5.89d. for Mid. American and 7d. for Egyptian, the Lancashire manufacturers are refusing to quote for forward business—and why should they consider the enormous orders they have booked for the next twelve months. The export for last month of plain cotton was 42,000,000 yards and 1,700 bales of yarn. New York has naturally followed the advance in cotton and quotations are higher than ever for domestics. For 4 yard Sheetings 10s. 11d. is about the average price asked for January-March shipment, but an offer to buy at that immediately brought back the reply that Tls. 1½ was wanted. We understand some drills were settled early in the interval at more reasonable rates. Stocks.—The Secretary of the Chamber of Commerce complains that the Returns are coming in very slowly. This is unfortunate as they must be unusually heavy and all the more interesting. For the guidance of the trade it is most important that the weekly estimates may be based on them as early as possible. Piece Goods.—We understand the news from Newchwang has been sufficiently good to induce further transactions for that market. Nearly all the available supplies on the spot of standard and 3 yard American makes have been bought up. In English goods current transactions are chiefly confined to resales amongst the Natives, but the prices reported against them are looked upon with some suspicion. For the lighter weight shirtings there is a fair demand. A fair business has been done for the Spring in goods that were bought by importers a few months back. The market for imported yarns is stronger, the Northern men still continuing to buy the lower count of Indian, but the River markets and Szechuan are also more active. Local spinnings are a trifle easier, and so is Native cotton. It is estimated by one authority here that fully 40% of the crop has not yet come to market.

apparent that the time has arrived when, for the protection of both the public and the share-brokers, some steps should be taken to end or amend an act under the protection of which any unscrupulous broker or speculator may, if he so chooses, under present circumstances, escape from his liability. The object of the Bill has never been even partially attained, and now that the bitter feeling between bulls and bears, which notoriously gave it birth, has happily passed away, there seems to be no good reason why the advisability of repealing a Bill (which has no counterpart in any part of the world), or of at least limiting its powers to Bank stocks, should not be considered. It is evident that something will have to be done if confidence is to be restored, and a growing evil checked.

**BANKS.**—The demand for Hongkong and Shanghaies has continued during the week, and with no supply the rate has further boomed to \$890, at which shares have changed hands. The London rate has improved to £88.10 per Reuter, but private advices to-day give £90; an interim dividend of 35s. has been announced. Nationals are still required for without bringing any shares on the market, and the rate has risen to \$32.

**MARINE INSURANCES.**—Unions have continued in demand at \$700 but no business has resulted, and the market closes at \$715. Canto's have also been enquired for, but holders will not part, and only very small sales have been effected. At last the well kept secret is public property, and the China Traders Cat is out of the bag. (It's a wonder it was not suffocated, perhaps at *was*). It appears that negotiations have been going on for some months for the absorption of the Company by another local Marine Insurance Co.; the negotiations reached an advanced stage and were then broken off on a comparatively minor point, but are again about to be renewed, and the meeting of shareholders of the China Traders has been called for the 17th inst., to further that end. In the meantime the market has fluctuated considerably and after further sales in the early part of the week at \$74 and \$75 the rate suddenly fell to \$67 and \$68 at which a fair business was transacted. Upon the resumption of negotiations the rate again quickly rose to \$75 with sales after some small sales had been effected at \$72 and \$73. The market closes with some sellers at \$78. North Chinas and Yangtzees remain unchanged and without business.

**FIRE INSURANCES.**—Hongkongs have improved to \$305 and Chinas receded to \$85, no sales.

**SHIPPING.**—Hongkong, Canton and Macaos have been placed at the reduced rate of \$26½ closing quiet at that. Indo-Chinas, in the early part of the week, were negotiated at \$96 but improved later with a Shanghai demand, and close at \$93 ex div. of \$6.29 paid in Hongkong yesterday. Other stocks under this heading have been totally neglected and close quiet.

**REFINERIES.**—China Sugars have found buyers at \$212 and \$211 closing fairly steady at the latter rate. Luzons unchanged and without business.

**MINING.**—Raub's have improved to \$6½ with sales. Charbonnages unchanged and neglected.

**DOCKS, WHARVES, AND GODOWNS.**—With the exception of a small unsatisfied demand for Hongkong and Whampoa Docks at \$195 we have nothing to report under this heading. Farnhams are quoted Tls. 1 lower (Tls. 140) in Shanghai.

**LANDS, HOTELS AND BUILDINGS.**—The small demand for Hongkong Lands has continued and a few shares have changed hands at \$117, the market closing with buyers. This Company has announced an interim dividend of \$3.50. West Point's are obtainable at \$53, the Company has also announced an interim dividend (\$2.75 per share). Humphreys' have changed hands at \$12½ closing with sellers. Shanghai Lands have advanced to Tls. 1231 and have announced a div. of Tls. 3 per share.

**COTTON MILLS.**—All the Northern Mills are firmer. Ewos have advanced to \$48. Internationals to \$42. Laou Kung Mows to \$48. Hongkongs remain unchanged and without business.

**MISCELLANEOUS.**—With the exception of an improvement in Bell's Asbestos Eastern Agency to \$7, and small sales of Watsons at \$12½ and Green Islands at \$26½ we have no business to report.

#### Closing quotations are as follows:—

COMPANY	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100
Banks—		
Hongkong & S'hai..	\$125	\$890, sales London, £90
National B. of China	£5	\$38, buyers
Bell's Asbestos E. A... 12s. 6d.	\$7	buyers
China-Borneo Co.....	\$12	\$11.75
China Light & P. Co.	\$10	\$10
China Provident .....	\$10	\$8.75, sellers
Cotton Mills—		
Ewo.....	Tls. 50	Tls. 48, buyers
Hongkong .....	\$10	\$16½, sellers
International .....	Tls. 75	Tls. 43 buyers
Laou Kung Mow .....	Tls. 100	Tls. 48, buyers
Soychée .....	Tls. 500	Tls. 160 buyers
Dairy Farm .....	\$6	\$17, sellers
Docks & Wharves—		
Farnham, B. & Co... Tls. 100	Tls. 140	
H. & K. Wharf & C.	£50	\$95, buyers
H. & W. Dock .....	\$50	\$195, buyers
New Amoy Dock ...	\$63	\$18, sellers, o.e.n.
S'hai & H. Wharf... Tls. 100	Tls. 187½	\$294, new issue
Fenwick & Co., Geo... Tls. 25	Tls. 27, new issue	
G. Island Cement ...	\$10	\$26½, sellers
Hongkong & C. Gas...	\$10	\$170, buyers
Hongkong Electric...	£10	\$17½
Do. New .....	\$5	\$11½
H. H. L. Tramways...	\$100	\$212½
Hongkong Hotel Co...	£50	\$185
Hongkong Ice Co....	\$25	\$242½ sellers
Hongkong Rope Co...	£50	\$152
H'kong S. Waterboat	£10	\$15, sellers
Insurance—		
Canton .....	\$50	\$302½, buyers
China Fire.....	\$20	\$85, sellers
China Traders .....	\$25	\$78, sellers
Hongkong Fire.....	\$50	\$306, buyers
North China.....	£5	Tls. 82
Union .....	\$100	\$705, buyers
Yangtze .....	\$60	\$172½
Land and Buildings—		
H'kong Land Invest.	\$100	\$117, sales & buy
Humphreys' Estate	\$10	\$12½, sellers
Do. New .....	\$10	\$40, sellers
Kowloon Land & B.	Tls. 50	Tls. 1231, buyers
Shanghai Land.....	\$30	\$53, sellers
WestPoint Building		
Mining—		
Charbonnages .....	Frs. 250	\$490
Raub's.....	18.10	\$63
Philippine Co.....	\$10	\$9½, sellers
Refineries—		
China Sugar.....	\$100	\$211, sales & sellers
Luzon Sugar.....	\$100	\$31, sellers
Steamship Companies		
China and Manila...	\$25	\$20, sellers
Douglas Steamship	£50	\$35½, sellers
H., Canton & M...	\$15	\$26, sellers
Indo-China S.N. Co.	£10	\$93, buyers ex div
Shell Transport Co.	£1	21, sellers
Do. Preference...	£10	£8.10s.
Star Ferry .....	\$10	\$35, sellers
Do. New .....	\$5	\$27, sellers
Shanghai & H. Dyeing	\$50	\$50
South China M. Post.	\$25	\$22, sellers
Steam Laundry Co... Tls. 50	£5	\$8
Do. New .....	\$3	\$7½
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$36
Powell & Co., Wm.	\$10	\$11½, sellers
Watkins.....	\$10	\$7½, sellers
Watson & Co., A. S...	\$10	\$12½, buyers
United Asbestos .....	\$4	\$9½, sellers
Do. Founders	\$10	\$180

#### VERNON & SMYTH, Brokers.

Messrs. J. B. Bisset & Co.'s Share Report for the week ending July 6th, 1905, states:—A fair business has been done during the week, the principal feature being a rise in Shanghai and Hongkew Wharves. The T.T. rate to-day on London is 2/7½. Banks.—Hongkong and Shanghai Bank. There are buyers in the South at \$807.50; the London quotation is £86. No business reported locally. Marine and Fire Insurance.—The only business reported is in China Traders at \$70 ex 73. Shipping.—Indo-Chinas. There has been a little improvement in this stock. The market opened at the beginning of the week with sales for July at Tls. 68; Tls. 69 August, and Tls. 71 September. Tls. 72½ November, and continued steady with a quotation on the 5th at Tls. 71 for October. At closing there are buyers at Tls. 70 for July. Shanghai Tugs. Preference shares have been done at Tls. 60. Docks and Wharves.—S. C. Farnham, Boyds. The market opened with sales at Tls. 141 and 142 for July, and Tls. 145 for October. On the 30th shares

were placed at Tls. 139 and 140 for cash, Tls. 141/40 July, Tls. 141½/42 August, Tls. 142/43 September, and Tls. 144 for October. On the 4th business was done at Tls. 140/39/38 for July, Tls. 139 August, Tls. 140 September, and Tls. 141 for October. On the 5th Tls. 140/41 cash, Tls. 145 for December. At closing there are buyers at Tls. 141/42 for July. Shanghai and Hongkew Wharves. The market opened on the 29th with sales at Tls. 176/75 for July; Tls. 180/81 for October. On the 4th Tls. 187½ and 184 for August. On the 5th Tls. 185 cash and 188 August; Tls. 190 September. At closing the market is much firmer with sales reported at Tls. 187½ for July. Yangtze Wharf and Godowns have been placed at Tls. 190 and 192½. Sugars.—China Sugars have been placed locally at \$228 for October and Peraks at Tls. 70 cash. Mining.—No business reported. Lands.—Shanghai Lands have been done at Tls. 122 and 122½ cash. Industrial.—Laou-kung-mows have been placed at Tls. 48½ for July. Ewos Tls. 44 cash. Major Brothers have been placed at Tls. 76½ and 70 cash. Anglo-German Brewery at \$118 ex. 73 cash. Langkats were done on the 29th at Tls. 216/15 for July, Tls. 212 August, Tls. 226/20/17½/15 December. On the 30th business was done for cash at Tls. 210, July at Tls. 212½/10; October Tls. 217½/15/10/12½. September Tls. 212½ and December Tls. 215/17½. On the 4th cash at Tls. 210 and 210/11 for July, Tls. 212½ August, and Tls. 215 October. On the 5th Tls. 210/11 July, Tls. 214 September. The market closes quiet at the last rates. Sumatras have been placed at Tls. 68. Stores and Hotels.—Lana and Crawford at \$145 cash; Astor House at \$31½. Miscellaneous.—No business reported. Loans and Debentures.—Shanghai Municipal 8 per cent. at par and Tls. 98. Hankow Municipal 7 per cent. at par. Shanghai Land 5½ per cent. at Tls. 90½, and 6 per cent. at Tls. 98.

#### EXCHANGE.

FRIDAY, 14th July.

ON LONDON.—	
Telegraphic Transfer	1/10½
Bank Bills, on demand	1/10½
Bank Bills, at 30 days' sight	1/10½
Bank Bills, at 4 months' sight	1/10½
Credits, at 4 months' sight	1/11
Documentary Bills, 4 months' sight	1/11½
ON PARIS.—	
Bank Bills, on demand	238
Credits 4 months' sight	241½
ON GERMANY.—On demand	194
ON NEW YORK.—Bank Bills, on demand	4½
Credits, 60 days' sight	46½
ON BOMBAY.—Telegraphic Transfer	141½
Bank, on demand	141½
ON CALCUTTA.—Telegraphic Transfer	141½
Bank, on demand	141½
ON SHANGHAI.—Bank, at sight	71
Private, 30 days' sight	72
ON YOKOHAMA.—On demand	92½
ON MANILA.—On demand	93
ON SINGAPORE.—On demand	6 p.c. pm
ON BATAVIA.—On demand	113½
ON HAIPHONG.—On demand	1½ p.c.p.m.
ON SAIGON.—On demand	1 p.c.p.m.
ON BANGKOK.—On demand	62
SEVEREIGNS, Bank's Buying Rate	\$10.45
GOLD LEAF, 100 fine, per tael	\$55.40
BAR SILVER, per oz.	27½

#### TONNAGE.

HONGKONG, 14th July.—Freights Coastwise continue about the same as last reported. Illoilo to Hongkong, 16 cents per picul; to Yokohama, 28 cents per picul last. From Saigon, nothing doing. From North Coast Java to Hongkong, 30 cents nominal. Hence to Japan, 17 cents per picul; to Newchwang, 30 cents last. Newchwang to Hongkong, the Nord has been closed to load about 10,000 piculs, at 25 cents; and no further business is expected until the new crop is ready for shipment. Coal freights. From Moji to this, \$1.80 per ton last; to Singapore, \$1.35.

The following are the settlements:—

Wik—German steamer, 1,810 tons, Kuchinotzu to Hongkong, \$1.40 per ton.

Labuan—British steamer, 2,294 tons, Kuchinotzu to Singapore, \$1.25 per ton.

Loyal—German steamer, 1,184 tons, Moji to Saigon, \$3.00 per ton.

Carl Mensell—German steamer, 980 tons, Illoilo to Yokohama, 28 cents per picul.

Hedwig Mensell—German steamer, 980 tons, Touron to Canton, \$1.80 per ton.

Dott—Norwegian steamer, 639 tons, monthly, 3-9 months, at \$1,500 per month.

July 15, 1905.]

**SHIPPING.****ARRIVALS AND DEPARTURES SINCE LAST MAIL.****ARRIVALS.**

- July—  
 9. Amigo, German str., from Chefoo.  
 9. Glancus, British str., from Shanghai.  
 9. Hanoi, French str., from Haiphong.  
 9. Takseng, British str., from Wubu.  
 10. Bourbon, French str., from Saigon.  
 10. Chowfa, German str., from Bangkok.  
 10. Eva, Norwegian str., from Cardiff.  
 10. Jacob Diederichsen, Ger. str., from Hoihow.  
 10. Kampo', French str., from Saigon.  
 10. Keemun, British str., from Liverpool.  
 10. Loongmoon, German str., from Shanghai.  
 10. Loongsang, British str., from Manila.  
 10. Manche, French str., from Haiphong.  
 10. M. Struve, German str., from Mauritius.  
 10. Numantia, German str., from Moji.  
 10. Rubi, British str., from Manila.  
 10. St. Regulus, British str., from Newcastle.  
 10. Sirius, British cruiser, from Weihaiwei.  
 10. Tsintau, German str., from Bangkok.  
 10. Tungshing, British str., from Wuhu.  
 11. Australian, British str., from Kobe.  
 11. Blackhead, British str., from Wuhu.  
 11. Carl Menzell, German str., from Cebu.  
 11. Clan Mackenzie, British str., from Kobe.  
 11. Cyrus, British str., from Calcutta.  
 11. Haiching, British str., from Coast Ports.  
 11. Halvard, Norwegian str., from Chiukiang.  
 11. Iphigenia, British cruiser, from Singapore.  
 11. Kweilin, British str., from Iloilo.  
 11. Mazagon, British str., from Bombay.  
 11. Mongolia, Amr. str., from San Francisco.  
 11. Palma, British str., from Moji.  
 11. Petchaburi, German str., from Bangkok.  
 11. Pleiades, Amr. str., from Tacoma.  
 11. Tjilatjap, Dutch str., from Macassar.  
 11. Tonkin, French str., from Marseilles.  
 12. Benlarig, British str., from London.  
 12. Brand, Norwegian str., from Chinkiang.  
 12. C. Diederichsen, Ger. str., from Haiphong.  
 12. Castor, Norwegian str., from Singapore.  
 12. Chunsang, British str., from Pekalongan.  
 12. Katherine Park, British str., from Chefoo.  
 12. Machew, German str., from Bangkok.  
 12. Samsen, German str., from Bangkok.  
 12. Taishan, British str., from Iloilo.  
 12. Zambesi, British str., from Calcutta.  
 13. Chingtu, British str., from Yokohama.  
 13. Coromandel, British str., from Bombay.  
 13. Craighall, British str., from New York.  
 13. Dufferin, British troopship, from Taku.  
 13. Empire, British str., from Sydney.  
 13. Fausang, British str., from Canton.  
 13. Mariechen, German str., from Saigon.  
 13. Loongmoon, German str., from Canton.  
 13. Pundua, British str., from Singapore.  
 13. Wosang, British str., from Tientsin.  
 14. African Prince, British str., from Amoy.  
 14. Charterhouse, British str., from Straits.  
 14. Chiyuen, Chinese str., from Canton.  
 14. Helene, German str., from Tourane.  
 14. Simla, British str., from Shanghai.  
 14. Taming, British str., from Manila.

**DEPARTURES.**

- July—  
 10. Callao, U.S. gunboat, for Canton.  
 10. Chiyuen, Chinese str., for Canton.  
 10. Fausang, British str., for Canton.  
 10. Kwangtung, Chinese str., for Shanghai.  
 10. Proteus, Norwegian str., for Tamsui.  
 10. Tungshing, British str., for Canton.  
 11. Andree Rickmers, Ger. str., for Swatow.  
 11. Denbighshire, British str., for Nagasaki.  
 11. Glaucus, British str., for London.  
 11. Glenlogan, British str., for Shanghai.  
 11. Hainan, British str., for Coast Ports.  
 11. Holstein, German str., for Swatow.  
 11. Hongkong, French str., for Haiphong.  
 11. Hongwan I, British str., for Amoy.  
 11. Kwongsang, British str., for Shanghai.  
 11. Lightwing, British str., for Calcutta.  
 11. Loongmoon, German str., for Canton.  
 11. Oceanien, French str., for Europe.  
 11. Shaohsing, British str., for Chinkiang.  
 11. Tean, British str., for Manila.  
 11. Tjimahi, Dutch str., for Macassar.  
 11. Tonkin, French str., for Shanghai.  
 12. Amigo, German str., for Haiphong.  
 12. Blackhead, British str., for Canton.  
 12. Empress of Japan, Brit. str., for Vancouver.  
 12. Hanoi, French str., for Hoihow.  
 12. Iphigenia, British cruiser, for Weihaiwei.  
 12. Jacob Diederichsen, Ger. str., for Hoihow.  
 12. Keemun, British str., for Nagasaki.  
 12. Onfa, British str., for Singapore.  
 12. Olpma, British str., for London.

12. Sungkian, British str., for Iloilo.  
 12. Sirius, British cruiser, for Singapore.  
 13. Adato, British str., for Calcutta.  
 13. Australian, British str., for Australia.  
 13. Benlarig, British str., for Nagasaki.  
 13. Brand, Norwegian str., for Canton.  
 13. Castor, Norwegian str., for Tientsin.  
 13. Coromandel, British str., for Shanghai.  
 13. Ischia, Italian str., for Bombay.  
 13. Pleiades, American str., for Tacoma.  
 14. Carl Menzell, German str., for Iloilo.  
 14. Chingtu, British str., for Australia.  
 14. Chowfa, German str., for Bangkok.  
 14. Fausang, British str., for Shanghai.  
 14. Haiching, British str., for Coast Ports.  
 14. Katherine Park, British str., for Durban.  
 14. Keongwai, German str., for Bangkok.  
 14. Loongmoon, German str., for Shanghai.  
 14. Loongsang, British str., for Manila.  
 14. Mazagon, British str., for Kobe.  
 14. M. Struve, German str., for Newchwang.

**PASSENGER LIST.****ARRIVED.**

Per Oceanien, for Hongkong from Yokohama, Messrs. Johnson, Douglas and Hes Sim; from Kobe, Messrs. Wineck, Newman and Xavier; from Shanghai, Dr. Zanetti, Mr. Dami, Mr. and Mrs. Kellmann, Messrs. Hoeft, Silva, Harvey, Catearinich, Mrs. Staunton, Mr. and Mrs. Sturgis, Mr. Vassiloff, Mrs. Clana, Messrs. Manning, Sanderson, Peter, Ester, Villech, and Mrs. Narciss; for Saigon, from Yokohama, Mrs. Takano; from Shanghai, Mr. Poirier, Mrs. Liza, Mrs. Zina, Mrs. Varay and Mrs. Rosina; for Singapore from Kobe, Capt. Freff, Messrs. Bohnigartner, Corry, Angers, Dambus, Kinley, Konichi and Miyatama, Miss Okano, Miss Kanichi, and Miss Tapeina; from Shanghai, Messrs. Turner, Bell, Franquel, Miss Mary, Messrs. Karr and de Baudi; for Batavia from Yokohama, Miss E. Bohl; for Colombo from Yokohama, Mr. Bird; from Kobe, Messrs. Kimma, Robertson, Arscott and Rogers; from Shanghai, Mr. Ellis; for Suez from Shanghai, Mr. Kreminsky; for Port Said from Shanghai, Messrs. Heijman, Vierzhiky, Sokolowsky, Mrs. Trejte, Mrs. Alexandrowa, Mr. Zinowij, Mrs. Wogemdska, Mrs. Ignakawa, Mrs. Yakelin, Mrs. Melikowa, Mrs. Nieolayema, Mrs. Alaszajema, Mrs. Konratjewa, Messrs. Gerenstein and Laval, Mrs. N-ionnakaja, Mrs. Kormawa, Mrs. Ywanowa, Mrs. Kennira, Mrs. Misreuko, Mrs. Yanorskaja, Mrs. Laboerkawsky, Mrs. Luberenko, Mrs. Josnoff, Mrs. Fabiano, Mrs. Lismako, Messrs. Kison, Chelikoudis, Spiropoulos, Chrisanto, Statatos, Jaroklin, Kritoff, Gausfish, Bokistin, Hristeukou and Delhihtpatch; for Marseilles from Yokohama, Mr. Loudin; from Kobe, Mr. Vendrell, Capt. Johannessen, Messrs. Riese, Pedersen, Overland, Pendiksen, Cormdan, Fritzsmon, Larsen, Fredriksen, Crawley, Anderson, O'Moll Williams, Cochini, Hansen, Shortar, Kelly, Hanns, Carty, Murphy, Seod, Sarsen, Lopz, Ashley, Matenay, Mason, Ranken, Johnson, John Long and Ross; from Shanghai, Mr. Schenck, Mr. and Mrs. Comsier, Mr. Zuhoff, Mrs. Geandy, Mr. and Miss Vagn, Messrs. Jolivet, Ducos, Radomski, Proctor, Gnans, Colot, Chouquet, Rosman, Botelman, Poliakoff, Vassilieff, Kaulios, Tassel, Maron, Mrs. Le Bot, Mrs. Emdham, Messrs. Wegelin and Ameler.

Per Tonkin, for Hongkong from Marseilles, Mrs. T. Reynolds and Mrs. Teperino; from Singapore, Mr. and Mrs. Clinton Hightett and Mrs. Oharu; from Saigon, Messrs. L. Manasche, G. Manasche, Gros P. Norton, W. O. Niecock, Revs. Liogga and Delagnes; for Shanghai from Marseilles, Messrs. Thevenet, J. Van Coeth, Mr. and Mrs. Deseleo and infant; from Suez Mr. and Mrs. S. Grinsteind and child, from Colombo, Mrs. Lea Bellette, Mrs. M. Zantker, Mr. and Mrs. Trottman, Messrs. Sklafenis, Sebbattino, Mr. and Mrs. Feltman, Mr. and Mrs. Raing; from Singapore, Messrs. P. Mertens, Mathiesen Haussen, Horwitz, Eva Dogal and Paul Lisze; from Saigon, Messrs. Mess and Weckler and Mrs. Legrand; for Kobe from Marseilles, Mr. Hiraghi; for Yokohama from Marseilles, Mr. S. N. Takano; from Port Said, Mr. T. Choub; from Madras, Mr. Malickjee and child; from Colombo, Mr. J. Abdul Kather; from Singapore, Messrs. H. Hunt and Bagomal.

Per Mongolia, from San Francisco, Mr. and Mrs. W. R. Barnes and infant, Messrs. A. E. McFarland, S. R. Guthrie, G. B. Kimball, Mrs.

E. Marston, Mr. A. W. Morse, Mr. and Mrs. R. H. Neely, Mr. and Mrs. A. K. Reeser, Messrs. J. W. Towne and A. G. Crane; from Yokohama Mr. H. Heleker, Capt. R. M. Cutts, U.S.M.C., Mr. J. C. Craig, Mr. and Mrs. C. J. McCaskey; from Kobe, Mr. F. E. Shaw, Mrs. L. E. Carter, Miss M. E. Carter, and Mr. G. E. Dow; from Nagasaki, Mr. D. le Ray Topping; from Shanghai, Messrs. W. S. Davidson, C. W. Frankel, E. Freyvogel and H. E. Chau Tung Shang.

Per Coromandel, for Hongkong from London, Sergt. and Mrs. Clarke, Mr. and Mrs. Fumaman, Mr. J. E. Gibson, Mr. and Mrs. Ramsay and child, Mr. and Mrs. Maurice Stephen and 2 children, Messrs. Miller, Burnett and Fawcett; from Marseilles, Mr. H. G. Dowler; from Bombay, Mr. and Mrs. Asy; from Singapore, Messrs. J. T. Kissell and Eng Thuan, Mrs. Thomsett and infant, and Mr. Kamammi; for Shanghai from London, Mr. Irvine; for Kobe from Marseilles, Mr. H. G. Ball.

Per Empire, from Sydney, &c., Mr. and Mrs. W. J. Saunders, Mr. R. E. Raven, Mr. and Mrs. Frank Houlder, Mr. J. R. Windart, Mr. and Mrs. A. E. Grace, Mr. H. Pearce, Miss Benham, Mr. A. Haas, Mrs. Litton, Miss Butchart, Mrs. and Miss King, Mr. F. Harrison, Dr. T. A. Hynes, Count de Fleuriot, Mrs. W. Longworth, Mr. and Mrs. G. W. Simpson, Mr. and Mrs. Cadell, Misses Cadell (2), Miss Macarash, Major J. J. Crittenden, Messrs. F. W. R. Ward, Yumato and Momoto.

**DEPARTED.**

Per Willehad, for Herbertshohe, Mr. W. Sotksen; for Matupi, Messrs. Dohnke, Kosterka, Gerth, Lindenberg and Kock; for Sydney, Messrs. Nielsen and Kane.

Per Siberia, for China and Japan ports, Mr. R. J. Tobin, Mrs. M. J. White, Mr. J. W. Bolles, Lieut. C. Hughes, Messrs. Paul G. Wooley, J. J. Connell, Edw. Owen, T. F. Hough, T. W. Clarke, Chas. Roth, Mrs. A. Forrest, Messrs. W. H. Campkin, W. A. Stopani, E. S. Joseph, Frank Turner, G. H. Potts, Mrs. W. Burdette, and Mr. T. Arima; for San Francisco, &c., Messrs. W. S. Prindle and A. S. Anderson, Rev. and Mrs. W. M. Campbell and infant, Mrs. W. H. Campkin and infant, Messrs. Ira Loomis, Edward Cook, J. J. Peterson, Miss Mary Peterson, Messrs. Wm. Stewart and Anthony Brogan, Mrs. M. Taggart, Mr. K. F. Ripmann, Mr. and Mrs. Powel Grant, Dr. J. Smith, Mr. F. P. Bonham, and Mrs. C. M. Herdegan.

Per Oceanien, for Saigon, Messrs. Lawrence A. Brooks, C. B. Jassens and Boni et Hene; for Singapore, Mrs. F. C. Hagedorn, Mrs. R. L. Anderson, Miss Okon, and Mr. S. A. Marican; for Colombo, Miss H. Felmann; for Marseilles, Mr. Richard, Mr. and Mrs. Savoya, Rev. P. Dr. Antonir Jose Gomes, and Mr. Douglas.

Per Tonkin, for Shanghai, Mr. Androit, Mrs. Clara Sagal, Rev. P. Antouin et Louis, Messrs. A. Boner, G. da Silva, Tromeur, Mrs. Ernestina Felmann, Messrs. M. Paps and Emil Domerizien; for Yokohama, Mr. Jeheune.

Per Empress of Japan, for Vancouver, &c., Messrs. C. Veinor and J. Dupuis, Mrs. F. Hall, Messrs. R. C. Johnson and Jas. R. Alford, Dr. T. A. Berryhill, Mr. and Mrs. W. B. Dixon, Miss Dixon, Mr. W. Brand, Mrs. F. Le Pau, Mr. and Mrs. C. E. Woolmer, Mr. F. A. Anderson, Mrs. J. G. Coulter, Mrs. Robert Irwin and child, Mr. J. B. Green, Major Beckenbach, Messrs. S. T. Newborn, A. S. Caldwell, R. M. Dittey, Mrs. E. S. Kadoorie and 2 children, Mr. J. G. Coulter, Major-Genl. and Mrs. Villiers Hatton, Messrs. Ralph W. Fulton, J. V. Williams, E. Hoeft, R. Stevenson, J. C. Ward, A. Vernon, W. Chennells, E. Krager, Mrs. M. Trumi, Mr. T. M. Power, Mr. and Mrs. N. Carl, Messrs. W. B. Dicks and C. H. Knan.

Per Australian, for Manila and Australia, Mrs. Budgeon, Messrs. W. E. Courthope, H. Tallerman, E. Litchfield, Manning, Miss Martin, Miss O'Neill, Mr. and Mrs. Richardson, Mr. C. H. Roberts, Miss A. E. Smith, Miss M. J. Smith, Prof. Neil Smith, Messrs. C. H. Smith and J. J. Smith, Mrs. Milne Walker, and Mr. Wilkie.

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